

Ann Arbor

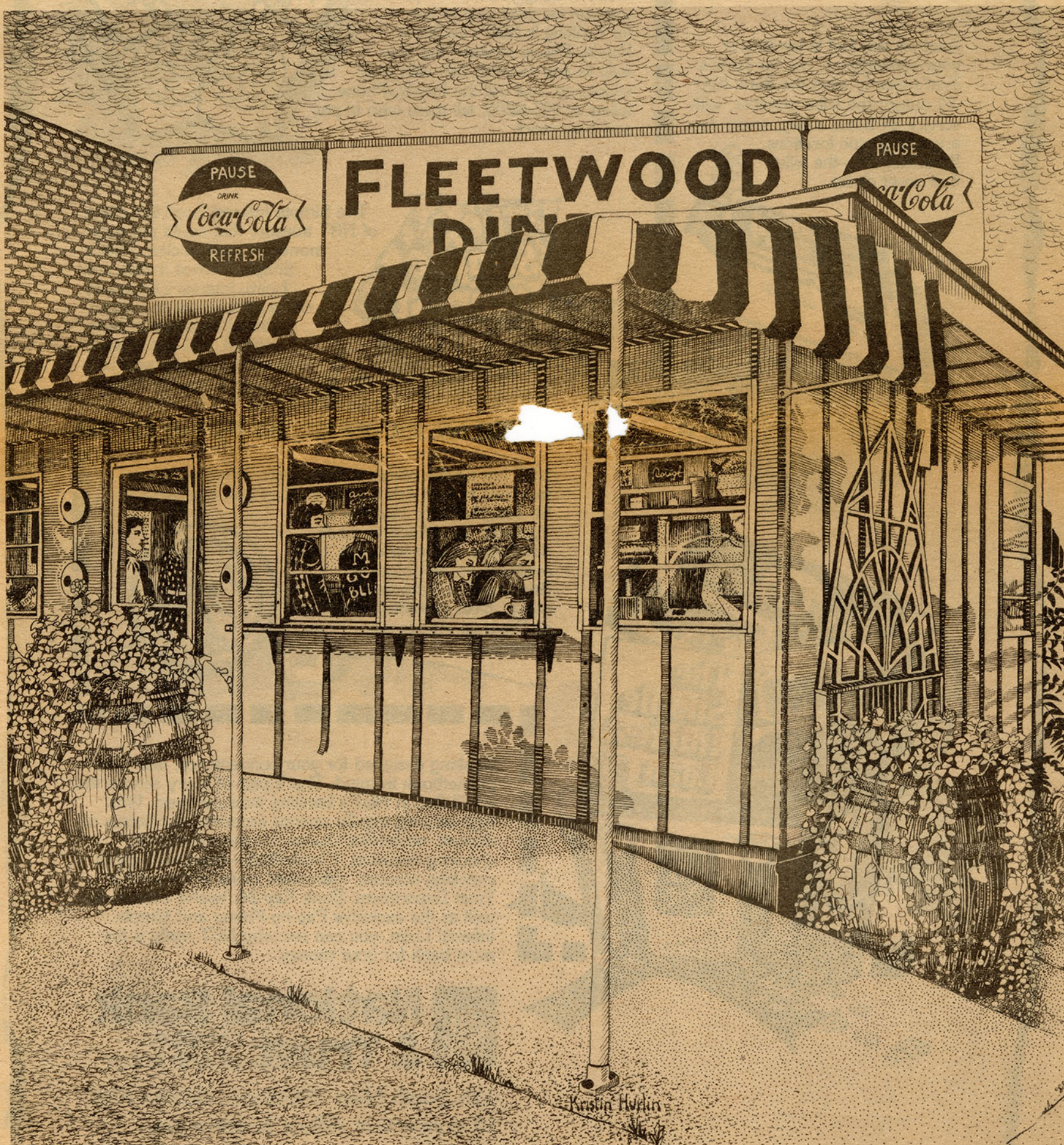


Observer

ANN ARBOR, MICHIGAN

Vol. III, No. 3

NOVEMBER, 1978

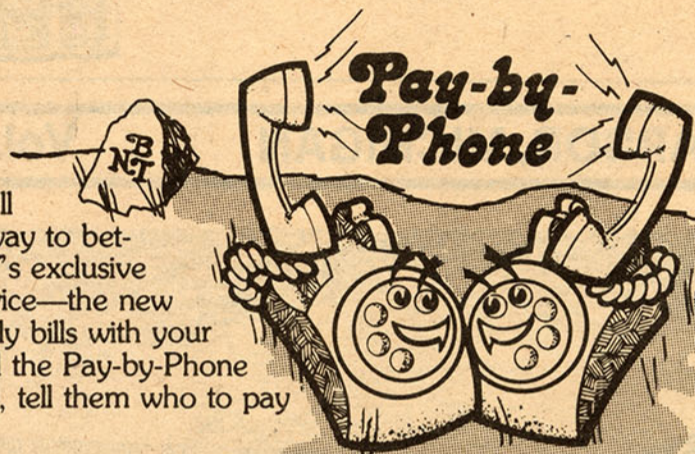


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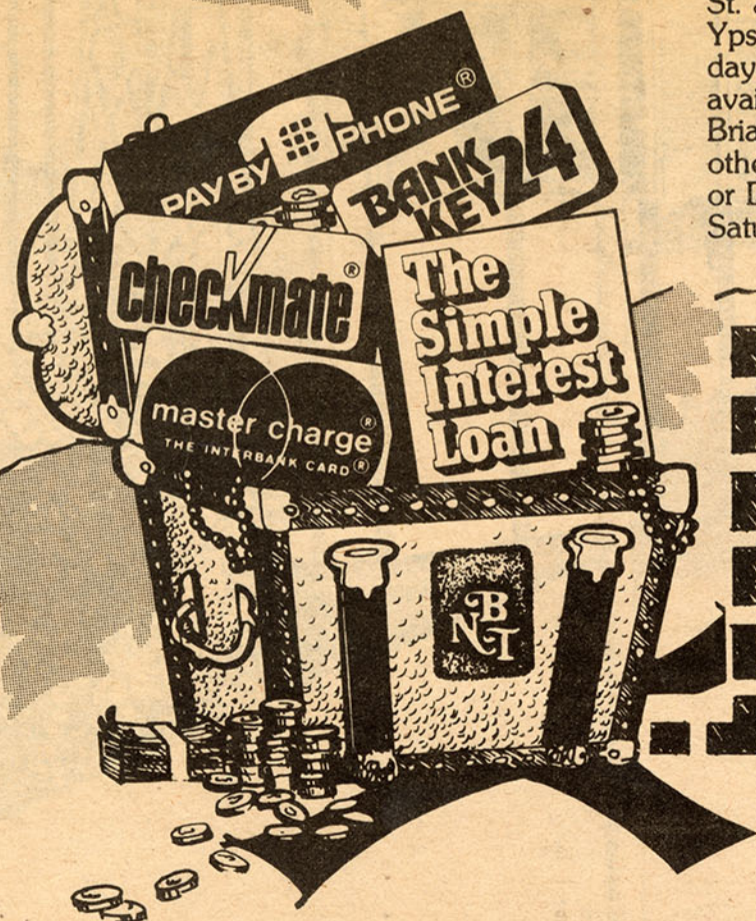


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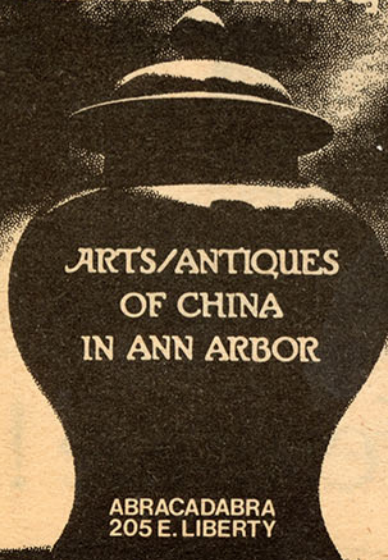


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Ann Arbor Observer

November, 1978

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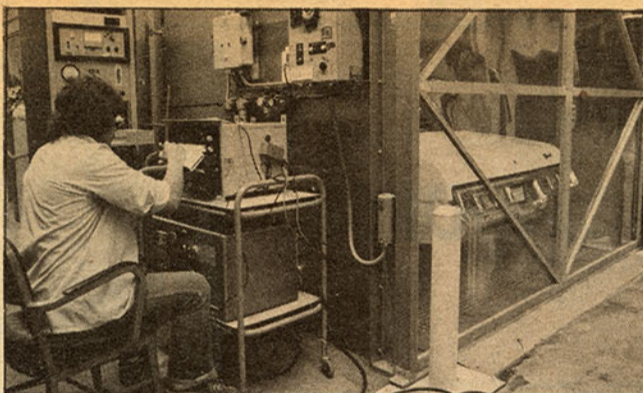
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Where People Make The Difference!

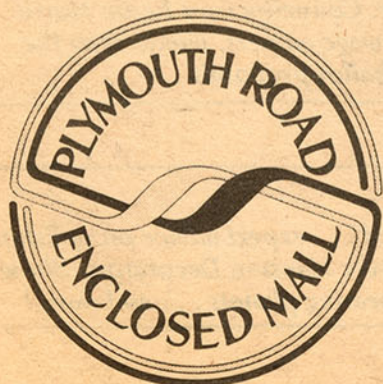


"We're blessed with good employees who have a real concern for people," says Bill Durant of Durant's Flowers. His main Ypsilanti store was started by his dad in 1926. Durant's remains a traditional florist; 70% of its business is in creative arrangements of flowers purchased in bulk. That means paying special attention to each customer's needs— the right corsage for a certain dress, a centerpiece for a certain table setting, an arrangement for a customer's favorite vase.



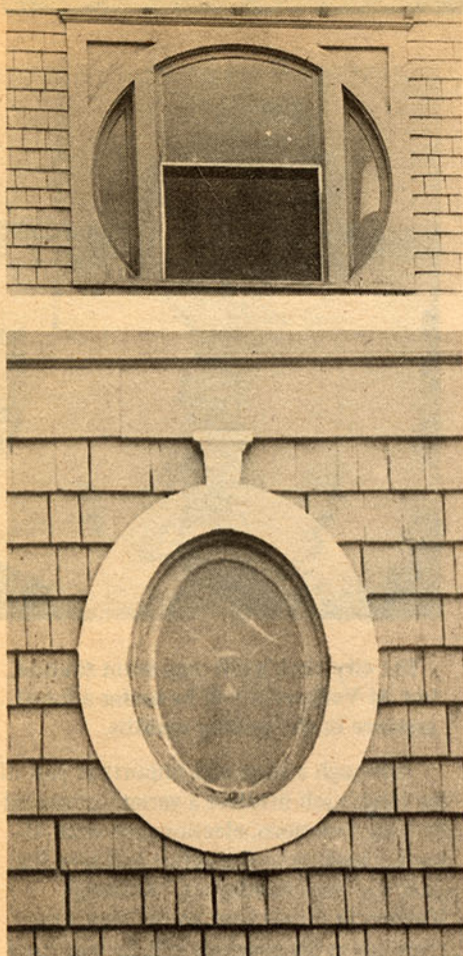
NOW Interiors means contemporary furniture and accessories chosen for Ann Arbor lifestyles by owner Virginia Rank. She looks for natural materials (especially wicker and rattan), affordable prices, and manageability on moving day. She's happy for customers to special order unusual pieces of wicker, lamps, and window shades.

Originally a Wicker World franchise, NOW Interiors has been in Plymouth Mall since it opened in 1973.



Come See The Difference!

PLYMOUTH ROAD AT NIXON



Test of the Town

By Bob Breck

These unusual windows are on the same house, which is close to the U-M central campus. If you can identify them correctly and if your answer reaches us *in the mail* by Wednesday, November 8, you have a chance to win a record album of your choice from the extensive selection at the Liberty Music Shop, 417 E. Liberty. Send answers to Ann Arbor Observer, 608 Wolverine Building, Ann Arbor, Mich. 48104.

From October's pile of correct entries we drew the names of Bill Martin and E. Wayne Say. They and about 20 others correctly identified the metal gates with the circular design as the ones on the Ann Street side of the new fire station which conceal the pumps for gasoline and diesel fuel.

The November Test of the Town is not so prominently located, and we expect fewer people to guess its location. So if you can identify it, you probably stand a better chance of winning.

Ann Arbor Observer

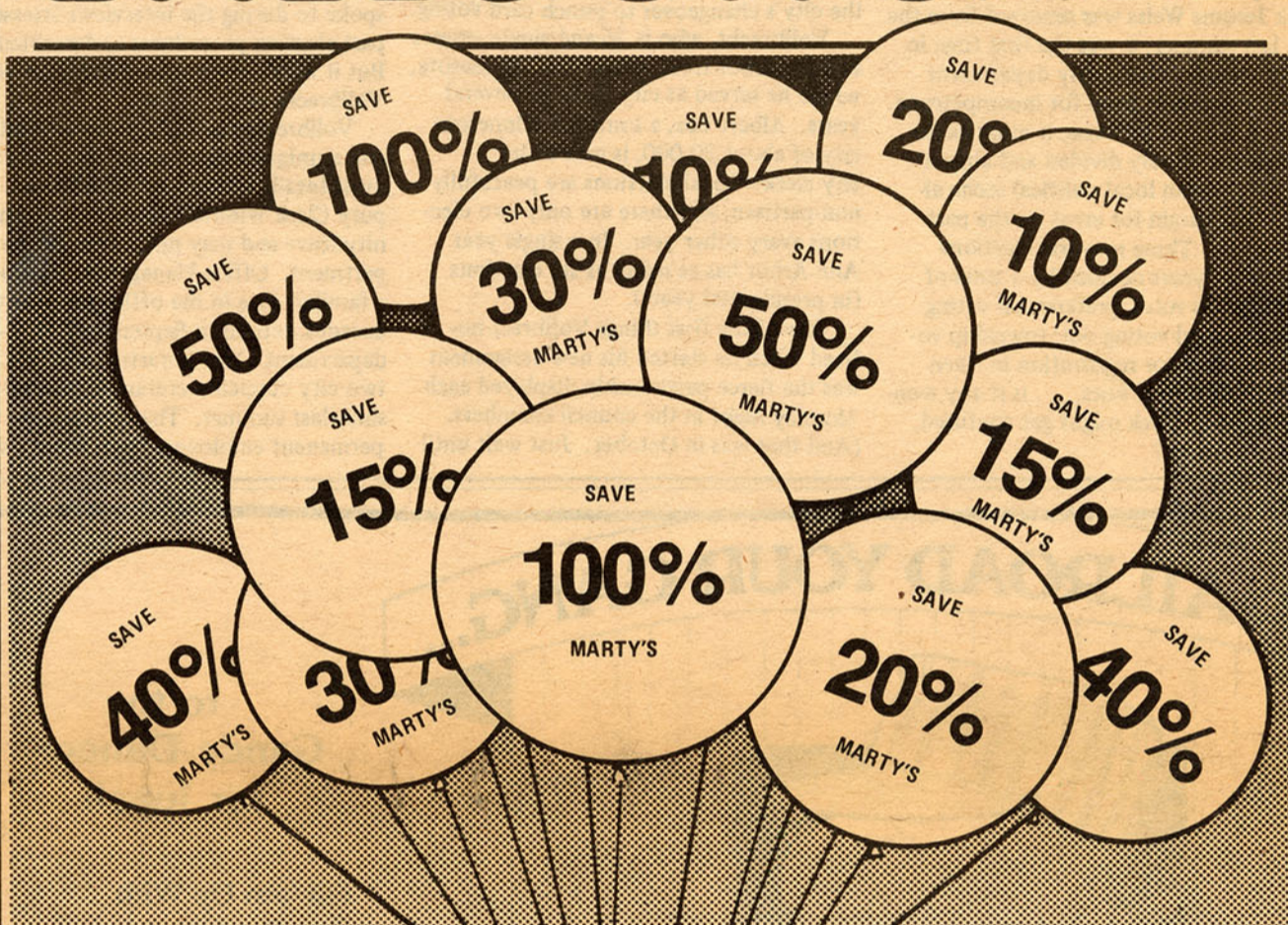
Published monthly by the Ann Arbor Observer Company, 608 Wolverine Building, 202 East Washington, Ann Arbor, Michigan 48104. Telephone: (313) 769-3175. Editors and publishers: Don and Mary Hunt.

Distribution: 33,000 copies are printed and distributed free of charge - 17,000 copies door-to-door to single-family homes in Ann Arbor; 16,000 copies by stand in central Ann Arbor.

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Around Town

The New City Clerk

In most American cities, the city clerk is a little-known, seldom-seen individual about whom most people have mild, if any feelings. But even in this unglamorous and unheralded arena of local government, Ann Arbor has injected controversy and conflict. When former City Clerk Jerome Weiss was removed from the post last summer, it was the first time in recent memory that a city department head was publicly fired for incompetence.

In all fairness to Weiss, it must be noted that the closely divided and almost bitterly partisan local political scene allows little margin for error on the part of the clerk. Three mayoral elections within four years decided by a total of less than 500 votes; preferential voting in, preferential voting out; township voters; door-to-door registration in, then out, then in; court suits. . . is it any wonder that a city clerk might get confused, or have an ulcer?

Against a background like this, every Ann Arborite should be pulling for Eldor (Al) Vollbrecht, who succeeded Weiss on October 16. In his first few months on the job, Vollbrecht will have to oversee a major general election, fill several key jobs in his department, and coordinate the city's changeover to punch card voting.

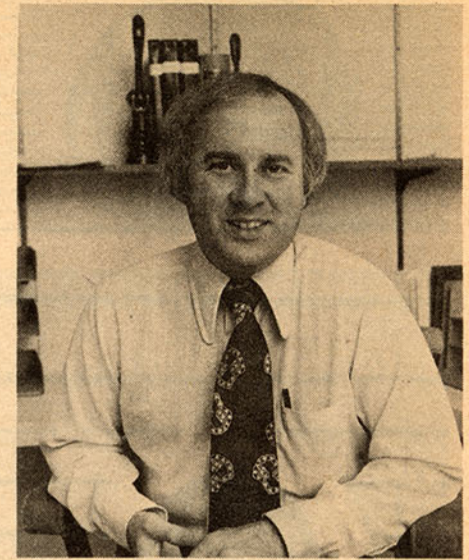
Vollbrecht, who is 36 and single, comes to Ann Arbor from Albert Lea, Minnesota, where he served as city clerk for several years. Albert Lea, a southern Minnesota city of about 20,000, is nice to its city clerk. Local elections are peacefully non-partisan, and there are only two elections every other year. In a single year Ann Arbor has as many as six elections (in presidential years).

One of the first things Vollbrecht noticed when he started his new assignment was the fierce partisanship displayed each Monday night in the council chambers. (And that was in October. Just wait until

he witnesses the pre-election "silly season" in March.) It is the first time he has worked with a partisan body, and he is quite interested in seeing how the process works, what the power blocks are, who makes the decisions. In Albert Lea, Vollbrecht wasn't even sure of the party affiliation of some of the council members.

Although he doesn't know most of the details, Vollbrecht is aware of the controversial nature of his post and the circumstances of Weiss's departure. "I'm conscious of what happened. There seems to be an unusual amount of interest in this town in the election process. Everyone I spoke to during the interviews stressed past election procedures and problems. But it won't color what I'd do, anyway," Vollbrecht says.

Vollbrecht has both a special challenge and a unique opportunity. He must almost totally rebuild his department. Deputy Clerk Winifred Hodges is on a maternity leave and may not return to the department. Office Manager Helen Clark, a familiar face in the office for over two decades, retired in September. One of the department's two librarians and one of two city council secretaries have left since last summer. That leaves only four permanent employees from Weiss's staff.

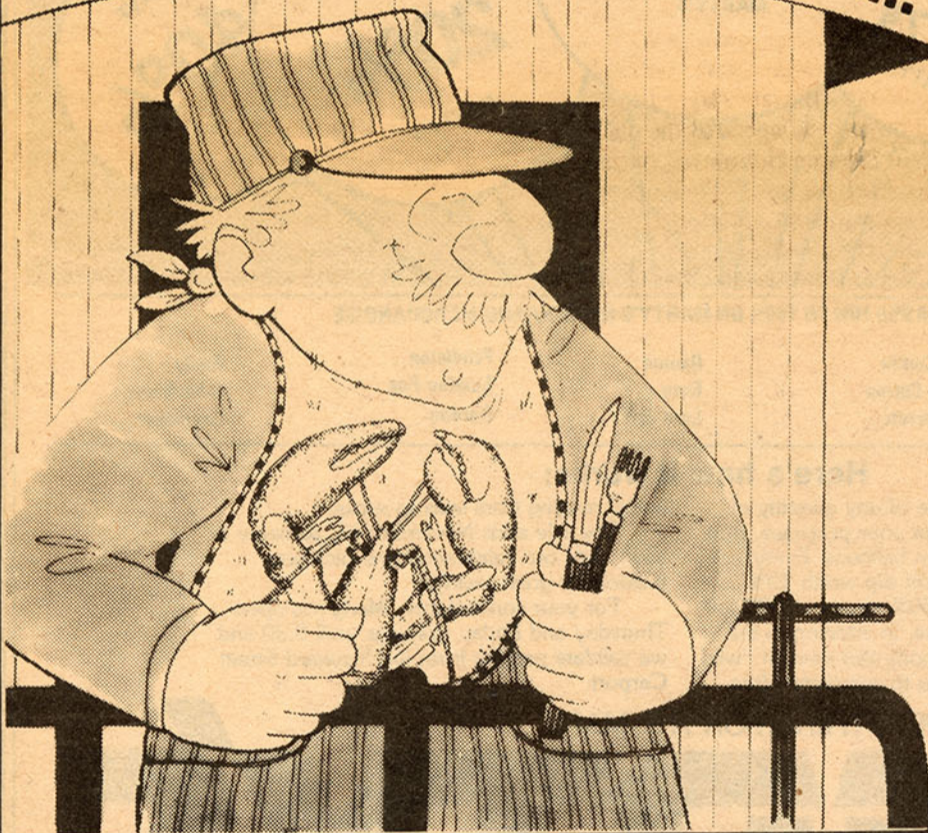


Peter Yates

The city clerk's job may seem routine, but Al Vollbrecht will be under a lot of pressure in the coming months.

Although a large and important part of the clerk's job involves a variety of record-keeping functions, elections are what attract attention to the office and give the clerk the most headaches. Although Vollbrecht didn't have to run that many elections in his previous job, he was more

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intimately involved in them than most Ann Arbor city clerks have been for some time. For instance, Vollbrecht himself had to do much of the work preparing the town's voting machines for election day, a task reserved for specialized employees in Ann Arbor.

Vollbrecht has a rather simple approach to efficient election administration: "Plan, plan, plan. You have to be a detail-oriented person, make yourself knowledgeable about the law." The new clerk notes that there are literally hundreds of pages of state election law, and they contain many pitfalls for the unwary clerk. He suspects that some technical point is probably violated in almost every election. Most major election problems can be avoided, though, if enough care is taken.

Vollbrecht hasn't had time to become familiar with Ann Arbor's door-to-door registration system, but it probably won't faze him a bit. Minnesota allows registration at the polls on election day, a far greater headache. Although there were some administrative problems and a few abuses of the system, it did seem to increase voter participation. Nearly a fifth of the people who voted in the 1976 Presidential election registered to do so at the polls.

Although the actual task of instituting it must give him some pause, Vollbrecht

is looking forward to the start of punch-card voting in Ann Arbor. Albert Lea used standard voting machines, but Vollbrecht seems to be quite familiar with the punch-card system the city is acquiring and will begin using it, if all goes well, in the February city primary.

"I like what I've seen of it. I think it's a very attractive process. It's really an opportunity and a challenge," Vollbrecht says. "I think voters will find the punch card system easier to use." Vollbrecht also feels that punch-card voting will present fewer administrative problems for his office and will result in significant cost savings, although this is somewhat at odds with the findings of the city's Punch Card Voting Study Committee.

Vollbrecht says his experiences as a one-time journalist taught him to be suspicious of bureaucratic performance. "I'll be looking for ways to streamline our procedures and cut costs. I'm rather sensitive about inefficient, wasteful ways of doing things."

The new clerk doesn't have much time to get things running smoothly. It is only about five months to the next mayoral election, a potential mine field for any clerk. For Vollbrecht's sake, let's hope that, whoever wins, it's by a landslide.

— Tom Wieder



Peter Yates

City Parking On Town Club Site?

Last spring, when the Ann Arbor Town Club, a private lunch and dinner club at 210 W. Washington, folded, who would have guessed that it would be hard to lease the building again? The Ann Arbor restaurant boom is proceeding without apparent let-up, and The Town Club seated 350 with plenty of room in a beautifully-decorated interior which was almost totally rebuilt less than eight years ago by architects Hobbs and Black after a major fire. The building is almost surrounded by public parking lots that are less full than most, yet it's in the heart of the nightlife district and only a block from Main Street for the big downtown lunch business.

What a place for a new restaurant or club!

But the Town Club building's owners haven't exactly been besieged with bids. "We have had many inquiries but no reasonable offer," said a representative of the Brown family, which owns the property. The Town Club property (and in fact nearly the entire block bounded by Huron/First/Washington/Ashley except for the auto repair garage on Ashley) was acquired by the late Mayor Brown. He had owned and operated the old Huron Motor Sales on Huron, and gradually he assembled the rest of the block for long-range investment. Most of it is now leased to the city as parking.

Mayor Brown's heirs find themselves in a difficult situation regarding the Town Club property. They don't want to sell it—that would hurt the value of the rest of the block, leaving the small Washington-Ashley parking lot isolated from the rest of their holdings and of relatively little value. As far as leases go, they don't want to lease to another shakey enterprise, and restaurants are high on the list of likely business failures.

The building owners would be willing to bring the building up to code for a good tenant (some code violations were found in the kitchen), but there are tax advantages to tearing the structure down. The costs of demolition and the depreciated cost of the structure itself could be written off as a tax loss against the heirs' income.

Eventually the attorney for the Brown heirs approached the city to find out whether it would be interested in leasing the property if the building were demolished. This feeler spurred City Administrator Sy Murray into action. Murray told us he sees the Town Club site as one of the few viable locations for the much-discussed off-street transit terminal/parking structure, a policy goal adopted by both AATA and City Council.

Right now the city could use the Town Club property and adjacent corner lot for 44 parking spaces, when combined with the abutting city lot. Under terms of the city's tentative proposal to the Brown heirs, it would come out ahead by about \$50 per space per year after leasing the land, developing it and paying annual taxes.

The proposed Town Club parking arrangement should be on City Council agenda at the November 6 or November 20 meeting. The council debate may well center on the issue of what's more important, parking or useful buildings. Demolition would create almost a block of surface parking, hardly an attractive sight, despite landscaping. But no one seems to want the building enough to lease it. A further consideration muddies political waters that are usually well defined on the parking issue (Republicans will usually pay for more downtown parking, most Democrats don't want to) in that the site is an excellent location for the AATA off-street transit terminal, according to AATA planners.



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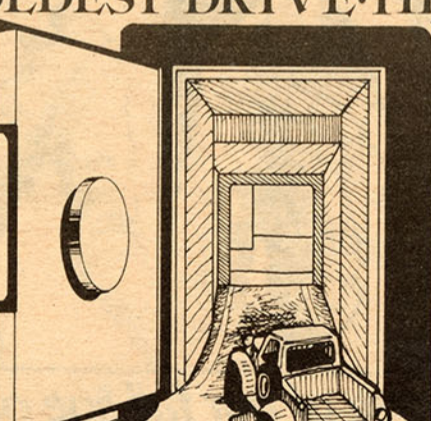
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A Displaced Academic Competes with the Chains

When Sam Haberman, 1966 U-M graduate and then a doctoral student in economics at Washington University in St. Louis, realized that the academic career that lay before him would probably be no better than second-rate, he quit school and went to work at his family's retail fabric store in Detroit. Independent fabric stores were already experiencing intense competition from rapidly-growing nationwide chains like Minnesota Fabrics and Jo-Ann, and the long-term outlook for Pearl's House of Fabrics and Haberman's new career could hardly be called promising.

Now, eight years later, Haberman's Detroit-area House of Fabrics (not to be confused with other businesses of the same name, including the nation's number one chain) is doing well. The newest of its three stores opened in Ann Arbor at Plymouth Mall last spring, and Sam Haberman is having a terrific time pulling off a success in a business where independent retailers are dropping like flies. Even huge department store chains like Sears and Montgomery Ward's are in the process of eliminating their fabric departments in the wake of fierce competition from the fabric specialty chains.

In a business where giants are taking over, Haberman decided to carve out a manageable corner for himself by buying quality off-price fabrics (called residuals in the trade) which are available in quantities too small to interest the chains. When the chains and their customers were going crazy over polyester doubleknits, Haberman was getting into wools and silks which he can sell retail at little more than wholesale prices of the normal distribution chain. "Our magnets," he says, "are Liberty of London prints, London Fog poplin at \$4.88 a yard, (about half of normal retail), and Italian wools and cottons."

What's Haberman's secret? "Contacts, connections and hard work," he says. The connections aren't just there, either—it's work to develop them, too. On a recent



Peter Yates

Sam Haberman in front of the children's play area—designed so mothers can have a chance to shop in peace.

trip to London, Haberman told us, "I spent a lot of time knocking on doors to find one good vendor—a printer who prepares samples for fabric manufacturers. I'm the only person he sells to."

Haberman also buys leftover fabric direct from garment manufacturers. "When I clean out Jerry Silverman's back room in New York, I get a couple thousand yards at a crack. That's not a lot for the big guys. But I'm looking to buy exceptionally nice fabrics off-price. I'm looking for a piece of cashmere that would normally cost me \$20 and would sell for \$40. I buy it for \$10 and sell it for \$17 or \$20."

Another regular supplier to Haberman is a dealer who combs the country for residual goods. He sells the cream of the crop to House of Fabrics, a Floriday chain gets the seconds, and remnants are sold by the pound to someplace in Tijuana. "It's like slaughtering a pig for different parts," Haberman says, "and it's a unique arrangement in the industry."

Direct competition with the chains on high-volume fabrics like cotton broadcloth is impossible for an independent, according to Haberman. "I have to go after the market that's left. In wools, for instance, there's Jo-Ann with maybe one table of wool, Minnesota with two, Singer with none. We'll have maybe fifteen tables of wool starting maybe mid-July—the best selection of wool in the state."

Haberman realizes that his House of Fabrics won't get huge by depending on the residual market as its source of supply. In fact, he says, at three stores it has grown about as big as it should be. If it expanded much more, he explains, "I think we'd begin to lose our personality. We'd have a district manager, and I'd become desk-bound. Small as we are, we can change easily. It's incredibly flexible."

From his home in Detroit's University District near Palmer Park he can easily drive to work at each store in Detroit, Troy, and Ann Arbor. His wife and fashion advisor Toby (a former Musket costume designer as a U-M undergrad) handles some of the firm's publicity—the store is frequently mentioned in the

Detroit papers' fashion columns.) Even the Haberman children, 6 and 4, help by picking out the toys for the toy section, a special area that keeps children entertained while their mothers shop.

At 33, Sam Haberman is obviously having a great time working very hard at a job he created for himself. He loves to talk about his good deals—how the pattern companies don't like him because he closed out Dayton-Hudson's pattern stock and sells it at half-price, and how he bought up the complete line of last year's La Mode salesmen's sample buttons, which include buttons too unusual or expensive to sell widely.

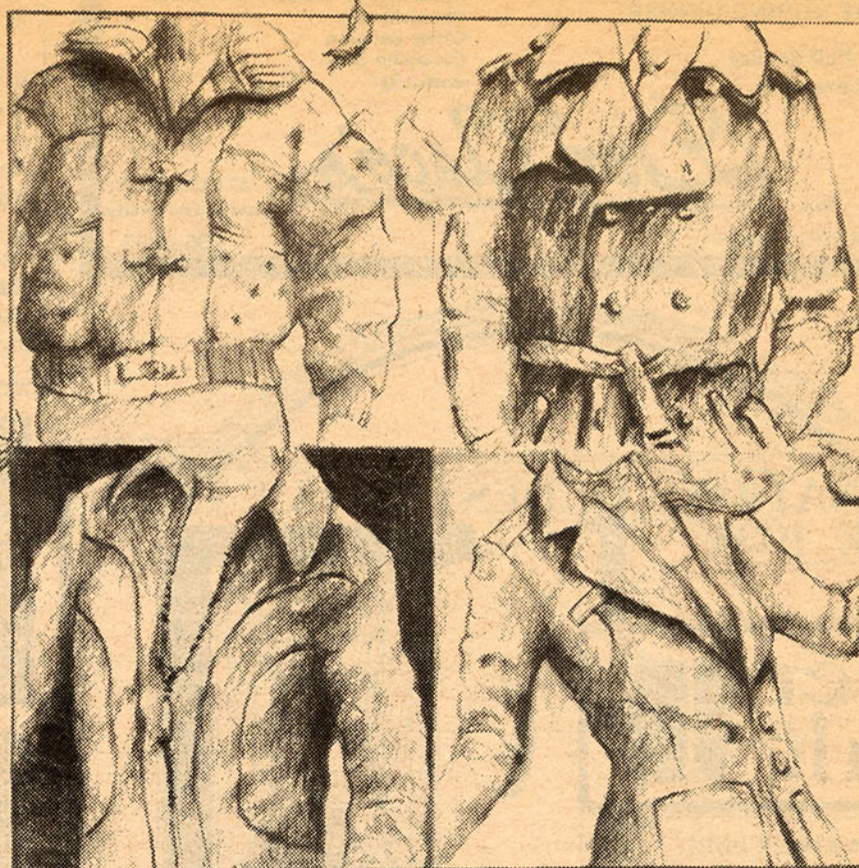
Asked what he credits his success to, Haberman was at first hard-pressed for an answer. "You've gotta try the angles and see what works out," he finally said. "You gotta be gutsy and take some risks—intuitively follow leads instead of trying to predict the profitability of each item on your calculator. I've tried a ton of things that didn't work well. But if things work out on balance—that's what's important."



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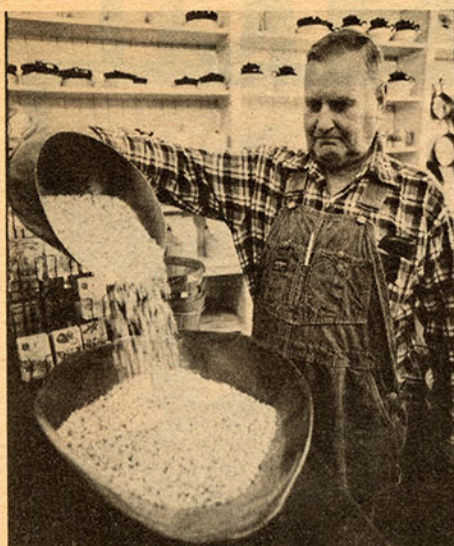
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Lavern Moore measures out bird seed at Hertler's.

Ann Arbor Is For the Birds

Any outside observer would get the correct impression that Ann Arborites are deeply concerned about the welfare of animals. Numerous bumper stickers warn "I brake for animals." Bumper stickers also display several versions of the "Save the Whales" theme such as "Boycott Japanese Goods." (We've seen some on cars of Japanese manufacture.) Then there are the outraged letters to the editor of *The Ann Arbor News* protesting instances of dumping unwanted kittens and puppies on country roads. More recently there were many debates around town about animal rights, inspired by the impending destruction of two mastiffs trained to attack who misunderstood an innocent gesture of a newsboy and mauled him severely. And there is the brisk business done in live traps, purchased by people who can't cope with the depredations of raccoons, woodchucks, and rabbits, but can't face up to dispatching the varmints. Their solution is to livetrapped them and deposit them in another neighborhood.

So animals are loved here, without a doubt. Ann Arbor's six animal hospitals and dozens of veterinarians attest to the fact. Yet many of the "animal issues" are controversial. For every citizen live-trapping or otherwise working to outwit the wily raccoon, there is a citizen feeding a dozen of the animals at eventide with day-old bread.



It's only in the matter of the birds that almost all of us agree. Ann Arborites love the birds, and the amount of birdseed sold around town at this time of year proves it.

Realizing that there might be a story in birdseed, we called Frank's Nursery and Trims in late October at their Washtenaw Avenue store. "How much birdseed did you move last week?" we asked. The manager found that they had sold 100 lbs. of packaged seed that week and 1200 lbs. of assorted bulk seed and mixes, of which they carry eight kinds. So there was well over half a ton right there. Next we called Frank's in Maple Village, a smaller outlet. That store had sold 900 lbs. bagged and 1100 lbs. in bulk in the past week. So there was another ton.

Sensing we were on to something fairly mind-boggling, we backed up a bit and called a number of independent grocery stores and hardware stores where we remembered seeing birdseed on sale. These are stores that don't make a big point of birdseed but carry just enough to offer shoppers a convenience—places such as the Food and Drug Mart and Arbor Hills Hardware. Even these were moving up to 150 lbs. of the stuff a week.

Now we were becoming excited as our figures mounted up. We called on the managers of the Kroger stores in the hope that they would reveal their birdseed secrets. All of them were very forthcoming. Krogers sells an awful lot of birdseed. The Broadway store is undergoing extensive remodeling, and business there is naturally down, but even so, Broadway was selling 500 lbs. a week in October. The Jackson Avenue store was moving 1500 lbs. a week and the produce manager there confirmed our projection that they would be selling three times that amount in December and January.

The Westgate Kroger produce manager, a ten-year veteran in his job, is in a good position to judge trends. He says that the two items he handles that have shot up most dramatically in popular demand are birdseed and mushrooms. The other Kroger stores checked out at around 100 lbs. a week apiece. So we wrote down 2½ to 3 tons a week for the three Kroger stores. A&P doesn't feature birdseed until later, so for the drama of this story they were a little disappointing.

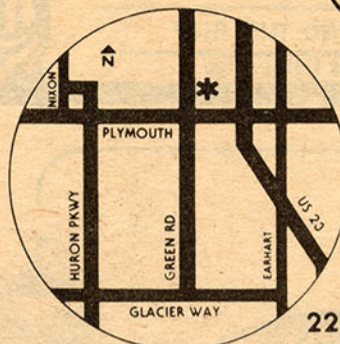
We knew before we started this run-down that Hertler Bros., at 210 S. Ashley, was far and away the biggest mover of birdseed in town. Hertler's sells so much of the stuff and in such variety that they have a hard time figuring quantities by the week; they figure in tons and by the month. Between September 6 and October 6 they sold five tons of *thistle seed* alone! Three tons of something called Holiday Mix moved out of the store in the same period. And four tons of sunflower seed. And undetermined tons of other mixes, plus millet, growing scratch, cracked corn, shell corn, ear corn, peanuts, finch millet, rape, and plain old grit.

As the largest seller of birdseed in town, Hodesh is in a good position to analyze why people feed birds so lavishly. "People have different motivations in feeding birds," he says. "When the cold weather sets in some people have a natural worry that the birds will freeze to death if they don't get enough food to fire up their very rapid metabolisms. Then there are the people who keep lifelong lists of all the birds they have ever seen. They are interested in attracting particular birds. And there are bird counters, like the customer who told us he had 60 redpolls feeding at one time—that is a sight that would thrill anybody."

"Some people see a symbol of freedom in birds," Hodesh continued. "Watching them fly freely in and out of the feeder gives earthbound types like us a feeling of release. Shut-ins and children love to watch birds. And birds are really interesting to watch. All the species have individual feeding habits and social orders that are fun to observe. The thing we notice here at the store is that serious bird feeders are very nice people. The customer who periodically orders 100 lbs. of sunflower seed to be delivered to Forest Hills Cemetery for the birds there is a thoughtful person in other respects. Most of our birdseed customers are like that."

—Annette Churchill

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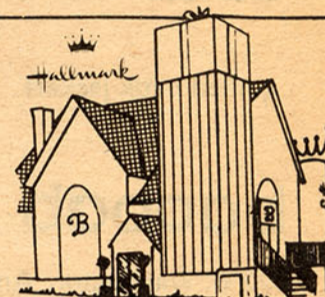
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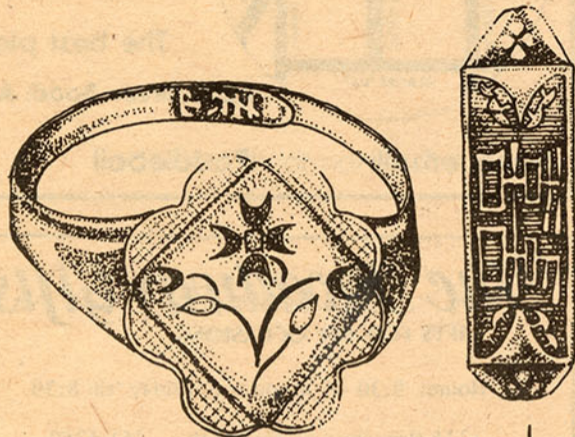
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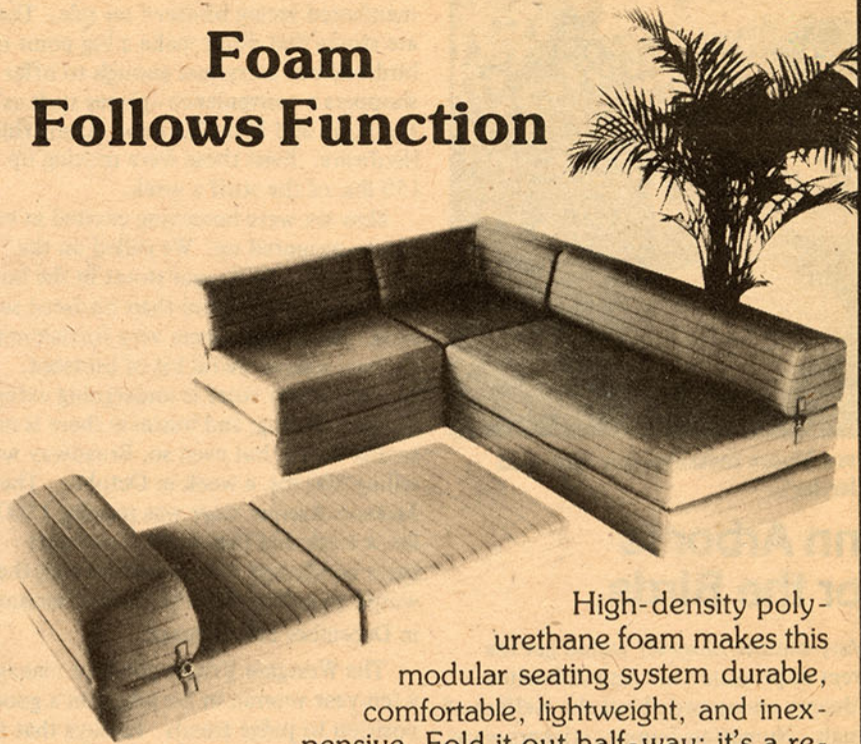
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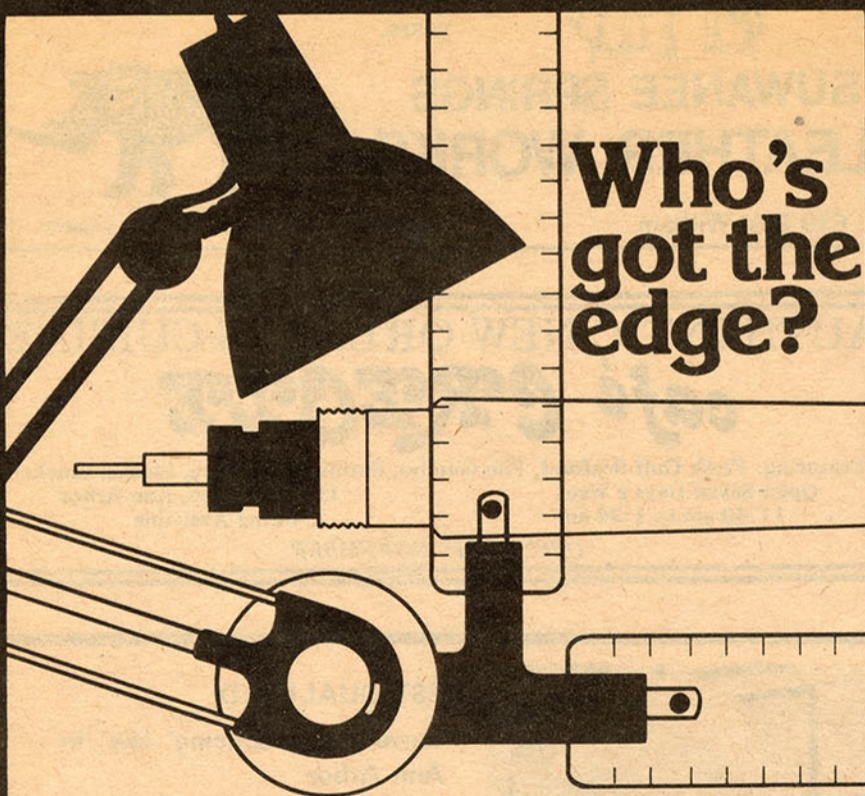
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Burns Park and Lansdowne

The people behind the stereotypes.

By Don Hunt & Richard Rice

WHO lives in Burns Park? Why, the Burns Park Liberal! The husband is a professor at the U-M. He spends a lot of time thinking and reading. He and his wife (who paints and is active in petition drives) have a couple of children, drive a 1970 Volvo and dress a bit more scruffily than most people of their income level. They are enthusiastic backers of one good cause after another, and though these causes come and go, the Burns Park Liberal remains as foggily idealistic as ever.

Who lives in Lansdowne? Who else but the Lansdowne Conservative! The husband is an assistant chief engineer at Ford Motor Company's Brake Drum Division, where he earns \$36,000 a year, not including year-end bonuses in good years. He and his wife and their three children are good, decent citizens who keep their lawn cut, their cars washed, and their dog leashed. They're proud to be living in such an interesting city as Ann Arbor, which they think would be almost perfect if it weren't for the riff-raff the university seems to attract, as well as the town's pea-brained liberals who keep supporting programs that will keep the already sky-high property taxes moving up still higher.

These are the stereotypes of two distinctive Ann Arbor neighborhoods, and there is a certain amount of reality to back up the images. Burns Park, alone among the more well-to-do Ann Arbor neighborhoods, has consistently voted Democratic in recent decades. In the last mayor's election, Burns Park residents voted 62% to 38% for Democrat Wheeler over Belcher. Lansdowne, by contrast, gave Republican Belcher his largest plurality—a whopping 81%.

The two neighborhoods look different. Burns Park, with its fifty and sixty-year-old homes and fully-grown trees, has a casual air very different from the meticulously kept, highly fertilized lawns of Lansdowne. Though many homes in both neighborhoods now sell for over \$90,000, the neo-colonial Lansdowne homes are a product of the past decade and a half and look like one of hundreds of upper-middle-class suburban tract developments in America.

But are the people of Burns Park and Lansdowne really all that different? Is the typical Burns Park resident a liberal university professor leading a largely cerebral existence? Is the Lansdowne husband a conservative businessman?

In asking these questions we decided the best way to answer them was

not just to interview a few people in each neighborhood and gather their casual impressions. We wanted a more reliable answer than that. So we decided to interview a larger sample of the 450 households in each neighborhood. We contacted almost 60 households in all, or about 5% of the households in each area.

We decided the most efficient way of gaining reliable information about the adults who live in the two neighborhoods would be to telephone a number of adults in both areas and ask each a set number of questions about themselves.

We ended up interviewing 57 adults in all, each from a separate household. The composition of our sample was this:

| | Lansdowne | Burns Park |
|-------|-----------|------------|
| Men | 13 | 16 |
| Women | 14 | 14 |
| Total | 27 | 30 |

We got the names of the people we interviewed by turning in the Polk city directory to the streets within the two neighborhoods and simply writing down every fifth address we came to, along with the name and telephone of the person or persons living there.

Of the 27 people we called in Lansdowne, every single one was currently married, a rather startling consistency for these days. In Burns Park, six of the 30 contacted (20%) were unmarried.

If our sample of 57 households is a roughly accurate reflection of the composition of the two neighborhoods, then you would find these are ranges of the heads of households in each:

| Age | Burns Park | Lansdowne |
|------|------------|-----------|
| 20's | 4% | 0% |
| 30's | 41% | 22% |
| 40's | 23% | 32% |
| 50's | 21% | 46% |
| 60's | 7% | 0% |
| 70's | 4% | 0% |

So the most typical persons contacted in Burns Park were married and in their 30's; in Lansdowne they were married and in their 50's.

All of the 27 Lansdowne households contacted had children, while 10% of the married couples in Burns Park had none. The average number of children in the Lansdowne households was 3.0, the average number of children in Burns Park was 2.4. Four of the 27 Lansdowne couples had five or more children; none of the Burns Park couples had more than four.

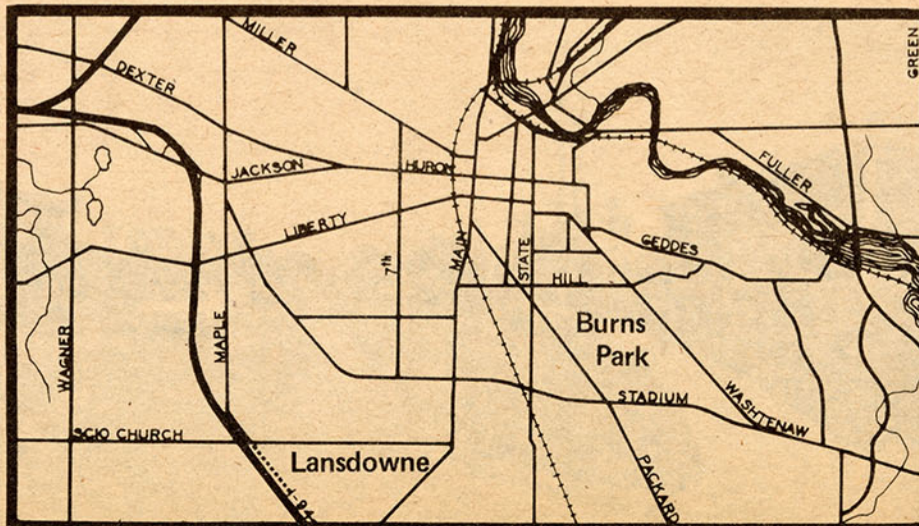
Occupationally it was a surprise to find that university professor was not only the most common occupation among Burns Park men, but among the Lansdowne men we called as well. It was in the private business fields that the sharpest contrast between the male occupations in the two neighborhoods showed up: almost 60% of Lansdowne males were employed in private business, while just 17% of Burns Park men were.

As for the women in the 57 households we contacted, the biggest difference between neighborhoods was in the "housewife only" category. Over half the Lansdowne but less than one quarter of the Burns Park women fit that description. (For the table showing women's occupations in Burns Park and Lansdowne, see the bottom of the next page.)

We had expected that the much newer Lansdowne neighborhood would have more relative newcomers to Ann Arbor than Lansdowne. We were wrong. Four of our respondents in each neighborhood (about 7%) had lived in Ann Arbor all their lives. About 60% in each had lived here twenty years or less. And the average length of time lived in Ann Arbor was also very similar: about 19 years in both neighborhoods. The average age at which a Burns Park resident came to town was 24, the average age for Lansdowne residents 27.

MEN'S OCCUPATIONS

| | Lansdowne | Burns Park |
|------------------------|-----------|------------|
| Non-Business | | |
| U-M Professors | 6 (23%) | 10 (42%) |
| U-M Professionals | 2 (8%) | 1 (4%) |
| Other U-M Staff | 1 (4%) | 0 |
| Doctors & Lawyers | 1 (4%) | 5 (21%) |
| Public School Staff | 1 (4%) | 0 |
| Non-business Managers | 0 | 1 (4%) |
| | 11 (42%) | 17 (71%) |
| Business | | |
| Engineers | 4 (15%) | 2 (8%) |
| Bankers | 1 (4%) | 1 (4%) |
| Managers, executives | 5 (19%) | 0 |
| Sales managers | 2 (8%) | 0 |
| Business Owners | 3 (12%) | 0 |
| Self-employed salesmen | 0 | 1 (4%) |
| | 15 (58%) | 4 (17%) |
| Other | 0 | 3 (12%) |



WHEN you ask people how friendly their town and neighborhood are, the answer may well reflect the respondent's state of mind as much as his or her environment. With that caution in mind, we found a slightly greater tendency for Lansdowne residents to rate both Ann Arbor and their own neighborhood as less friendly than their Burns Park counterparts:

HOW FRIENDLY IS ANN ARBOR?

| | Lansdowne | Burns Park |
|----------|-----------|------------|
| Very | 37% | 40% |
| Fairly | 48% | 53% |
| Not very | 15% | 7% |

HOW FRIENDLY IS YOUR NEIGHBORHOOD?

| | Lansdowne | Burns Park |
|----------|-----------|------------|
| Very | 40% | 55% |
| Fairly | 48% | 45% |
| Not very | 11% | 0% |

We then asked our respondents what they liked best and least about living in Ann Arbor. As for what people liked best, the most frequent answer by far in both neighborhoods was the wide variety of opportunities—cultural events and other entertainment.

Our respondents were in much less agreement about what they liked least about Ann Arbor, although high taxes—especially in Lansdowne—was the most popular choice.

To find out what our respondents did in their free time, we first asked what publications they subscribed to. Of all the questions we asked in our interviews, we expected this question most of all to allow the Burns Park intellectual image to shine through. It did not. Only a small percentage of the thirty Burns Park households even subscribed to a magazine like the Atlantic. To the right are the ten most frequently mentioned publications:

As for watching TV, no shows were watched regularly by as many as 25% of our respondents. They seemed to have an extremely diverse taste in programs with no perceptible differences across neighborhoods. The most popular shows were news programs, which were regularly watched by 24% of our respondents.

One large difference in TV watching habits emerged when we asked our respondents if they were regular TV watchers, and it was another surprise:

THOSE WHO DO NOT WATCH TV REGULARLY

| | Lansdowne | | Burns Park | |
|-----|-----------|-------|------------|-------|
| Men | 61% | Women | 14% | Men |
| | | | | Women |
| | | | 25% | 36% |

| | PUBLICATION | Lansdowne | Burns Park |
|-----|------------------------|-----------|------------|
| 1. | Ann Arbor News | 89% | 90% |
| 2. | Detroit Free Press | 67% | 40% |
| 3. | Time | 48% | 60% |
| 4. | Better Homes & Gardens | 18% | 10% |
| 5. | Ladies Home Journal | 15% | 0% |
| 6. | Wall St. Journal | 18% | 17% |
| 7. | Sports Illustrated | 4% | 10% |
| 8. | New York Times | 15% | 27% |
| 9. | National Geographic | 18% | 17% |
| 10. | McCalls | 7% | 7% |

More than half of the Lansdowne husbands were not regular TV watchers, while their wives were the most regular watchers in our sample.

To get further at what our respondents do in their off time, we asked them how many books they had read in the past month, how many movies they had attended, and how many parties they had gone to. In the book-reading area Burns Park maintained its academic reputation. There, our respondents reported the average number of books read in the last month was almost three, compared with an average of just less than two books read by Lansdowne adults, still a respectable intellectual average.

In regards to movie-going, Lansdowne

males, as in TV watching, proved to be the least active:

ATTENDED AT LEAST ONE MOVIE IN THE LAST MONTH

| | Lansdowne | | Burns Park | |
|-----|-----------|-------|------------|-------|
| Men | 31% | Women | 57% | Men |
| | | | | Women |
| | | | 50% | 43% |

As with TV watching, Lansdowne females and the Burns Park males seem to be most active participants.

And in party-going, the Lansdowne wives we talked to especially shone. Every single one of the fourteen we questioned said she had been to a party in the last month, whereas about 70% of the rest (Burns Park males and females and Lansdowne males) had attended a party in the last month.

When we asked our respondents what their favorite recreational activity was, we got a wide range of choices, from one Burns Park professor who said "sex" to a Lansdowne woman who said her work was her recreation.

THE FIVE THINGS LIKED BEST ABOUT ANN ARBOR

| | Lansdowne | Burns Park |
|----------------------|-----------|------------|
| Cultural variety | 70% | 47% |
| Conveniences | 0% | 11% |
| Intellectual Climate | 4% | 11% |
| U-M | 17% | 8% |
| Good for Children | 7% | 3% |

THE SEVEN THINGS LIKED LEAST ABOUT ANN ARBOR

| | Lansdowne | Burns Park |
|----------------|-----------|------------|
| Property taxes | 28% | 19% |
| Roads | 8% | 19% |
| Too Expensive | 16% | 9% |
| Too Big | 0% | 19% |
| Too Isolated | 4% | 9% |
| Too Transient | 4% | 9% |
| Too Liberal | 8% | 0% |

WOMEN'S OCCUPATIONS

| | Non-Business | Lansdowne | Burns Park |
|-------------------------|--------------|-----------|------------|
| U-M Professor | 0 | 2 (7%) | 0 |
| U-M Professionals | 1 (4%) | 1 (4%) | 1 (3%) |
| U-M Staff | 1 (4%) | 1 (4%) | 1 (3%) |
| Doctors & Lawyers | 1 (4%) | 3 (12%) | 5 (17%) |
| Other professions | 3 (12%) | 3 (12%) | 3 (10%) |
| Pub. School Staff | 0 | 3 (10%) | 0 |
| Artists | 9 (36%) | 15 | 0 |
| Business | 1 (4%) | 0 | 0 |
| Sales Managers | 1 (4%) | 2 (8%) | 0 |
| Business Owners | 0 | 0 | 2 (7%) |
| Other | 0 | 0 | 3 (10%) |
| Other non-professionals | 0 | 14 (56%) | 7 (24%) |
| Graduate students | 0 | | |
| Housewives only | 0 | | |



(Above) Burns Park (Below) Lansdowne

Among Lansdowne males, the clear recreational favorite is hunting and fishing, mentioned by almost 25% of those surveyed. Tennis seems to be most popular among Lansdowne women. Over 35% said this was their favorite activity.

The Burns Park women we contacted pursue more sedate pleasures. Reading was the most frequently mentioned, followed by bridge, "quiet relaxation," and swimming. The favorites of the Burns Park men we interviewed were running, tennis, and swimming.

In the area of car ownership, we found striking differences between Burns Park and Lansdowne. Lansdowne households contacted average 2.1 cars per family, compared with 1.7 cars in Burns Park, perhaps attributable to the proximity of the U-M to Burns Park.

More striking than this difference, however, is how much newer the cars of Lansdowne residents are:

| Lansdowne Burns Park | | |
|----------------------|-----|-----|
| MODEL YEAR | | |
| 1974 or older | 11% | 59% |
| 1975-1977 | 48% | 27% |
| 1978-1979 | 41% | 14% |

But contrary to some stereotyped notions, we didn't find a higher percentage of foreign cars in Burns Park.

As for political beliefs, we found the expected higher numbers of liberals in Burns Park and conservatives in Lansdowne, but not as big a difference as one might expect. While 36% of those in Burns Park consider themselves liberals, just over 30% in Lansdowne labeled themselves in the same way. So the conservative image of the Lansdowne resident appears to be an exaggeration, just as the "Burns Park Liberal" appellation is. Interestingly, the women in both neighborhoods were consistently more conservative than the men.

Another Burns Park stereotype is active involvement in causes, organizations, clubs, and so forth. But one wouldn't suspect this from our survey. Only eight of

POLITICAL SELF LABEL

| | Lansdowne | | Burns Park | |
|--------------------|-----------|-------|------------|-------|
| | Men | Women | Men | Women |
| Liberal | 31% | 14% | 50% | 21% |
| Middle of the Road | 31% | 43% | 29% | 50% |
| Conservative | 38% | 43% | 21% | 29% |

the sixteen Burns Park men we contacted were involved in any organizations whatsoever, and except for one of these eight (who belongs to four local botanical clubs), no one belonged to more than two organizations. Oddly, not one organization or cause was mentioned twice, although five of the fourteen named by Burns Park men were for traditionally liberal causes (such as war tax resistance and the Ed Pierce campaign).

Lansdowne men belonged to just as many organizations as Burns Park men, and one Lansdowne male boasted membership in the most liberal-sounding gamut of organizations of all our respondents, including the American Civil Liberties Union and Ozone House. But in general, most Lansdowne males, like their Burns Park counterparts, appeared to be little involved in local organizations of any sort.

Ten of the fourteen Burns Park women we contacted said they belonged to at least one local organization. Not one of the twenty organizations mentioned, it is interesting to note, was a "liberal" cause.

Of the twenty, five were children-related (Girl Scouts, for example), four were charities, and three were art-related.

Nine of the fourteen women we talked to in Lansdowne belong to local organizations, only one of which has any conservative connection at all (the Republican Party). Those mentioned ranged broadly from the American Cancer Society to the Sweet Adelines barbershop singing group.

Of all the questions we asked Burns Park and Lansdowne residents, the one which produced the greatest contrast between the two neighborhoods was church membership. While almost two thirds of the Lansdowne residents go to church, almost three fourths of those in Burns Park do not:

CHURCH ATTENDANCE

| | Lansdowne | Burns Park |
|-----|-----------|------------|
| Yes | 65% | 27% |
| No | 35% | 73% |

HOW WOULD YOU SPEND \$1000?

(THE SEVEN MOST POPULAR CHOICES)

| | Lansdowne | | Burns Park | |
|-----------|-----------|---------|------------|---------|
| | Males | Females | Males | Females |
| Travel | 6 | 4 | 4 | 4 |
| Home | 2 | 3 | 0 | 4 |
| Clothes | 0 | 3 | 1 | 1 |
| Children | 1 | 1 | 2 | 1 |
| Save it | 1 | 1 | 2 | 0 |
| Pay Bills | 3 | 0 | 0 | 1 |
| Charity | 1 | 2 | 1 | 0 |

And of those in each neighborhood who do go to church, 65% of those in Lansdowne attend regularly, compared to 50% of the Burns Park church-goers.

We also asked those who said they did not attend church at all if they considered themselves at all religious. Six of the eight Lansdowne non-attenders said they did. Only seven of the nineteen Burns Park non-attenders said they were religious.

Much less clear-cut differences between neighborhoods emerged when we asked our respondents what their favorite dinners were. Twenty-three dishes in all were mentioned by the 57 respondents. Seafood is a Burns Park favorite, judging from our survey. Some 41% of our Burns Park sample mentioned one form of seafood or another. Seafood was also mentioned by three Lansdowne women as their favorite dish, while more Lansdowne men named steak as their favorite dish than any other.

Just for fun, we finally asked our respondents how they would spend \$1000 if they were suddenly given that sum. One Lansdowne resident, owner of two expensive automobiles, scoffed at the idea that there was much of anything you could buy these days with \$1000. But most of our respondents readily found a use for the money. Spending it on travel and on one's own home were by far the most popular in both neighborhoods.

So what does all this prove? Not all that much, we'll be the first to admit. The questions we asked hardly scratched the surface of our respondents' lives. We did find some intriguing differences—such as how much more religious our Lansdowne respondents said they were than our Burns Park respondents. And perhaps the most important thing of all we found was that there are a lot of different types of people in both areas. Neighborhoods, our survey would suggest, aren't nearly as homogeneous as we often think.




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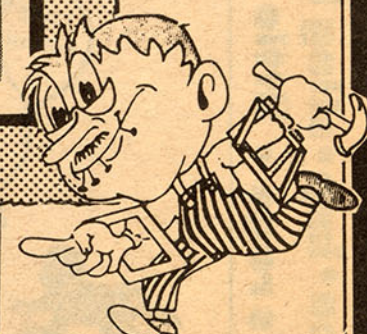


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Is Ann Arbor Republican or Democratic?

Ann Arbor's November election results show a different party preference than the results in April elections. Tom Wieder tells why.

By Tom Wieder

ANN Arbor has two political seasons, one in the fall and one in the spring. And while the weather on the first Tuesday in November may be very similar to the first Monday in April, when the city election is held, the political climate seems to change dramatically in five short months. For in November, the town is Democratic, while in April the voting pattern—more often than not—turns Republican. Since the general election is held this month, and another mayoral election campaign will begin soon, it seems a good time to explore the basics of Ann Arbor politics.

Is Ann Arbor Republican or Democratic? In most cities, the answer to that question would be simple, since most local governments are dominated by one of the two major political parties. Ann Arbor is noted for close elections, but that only tells part of the story.

Consider these facts:

- Ann Arbor has a Republican mayor, and six of the ten City Councilmembers are Republicans. Republicans have received more votes for City Council than Democrats, citywide, in each of the last four city elections. In two of these, Republicans had a majority of the total Council vote.

- On the other hand, Ann Arbor has a Democratic State Representative, and four of the seven County Commissioners from the city are Democrats. In 1976, the city went Democratic for every major office, from President down to County Commissioner, in some cases by large margins.

- In November 1972, Ann Arbor gave liberal Democrat George McGovern 62% of its vote, and then turned around in April 1973 and elected conservative Republican James Stephenson mayor.



Before trying to explain why Ann Arbor has two political faces, let's see just how different they are. The 1976 November general election is a good place to start. In that election, Democrats received (excluding minor party votes) 50.2% of the vote cast for President, 53% for U.S. Senator, 59.2% for Congress, and a whopping 61.5% for State Representative.

The Democratic candidates that year included, or course, Jimmy Carter, running against Gerald Ford. Ford opened

his campaign here and treated Ann Arbor as a second home town. Donald Riegle bested Marvin Esch, who had represented Ann Arbor in Congress for ten years, in the Senate race. Dr. Ed Pierce, a symbol of local Democratic liberalism, clobbered moderate Republican Carl Pursell in Ann Arbor. There were three state representative contests involving parts of the city, but most of the Democratic vote was garnered by Perry Bullard, one of Michigan's most liberal and most controversial elected officials.

Yet in April, 1977, the GOP rebounded and received more City Council votes than the Democrats. Republican Lou Belcher lost the mayor's race by just one vote, but went on to win it in a special election a year later.

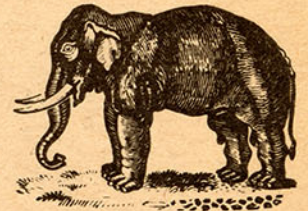
Is the Ann Arbor electorate as fickle as it appears? Well, yes . . . and no. Probably the primary reason for Ann Arbor's shifting party allegiance is that there are really two different electorates in the city, one that comes out in November, and a smaller, much different one that comes out in April.

Over 52,000 people cast votes for President in Ann Arbor in 1976. Less than 22,000 voted for mayor five months

types of voter will show some concern for who is elected President or Senator, but the homeowner is far more likely to show up at the polls in April.

Turnout figures bear this out. The homeowner precincts, a majority of which vote Republican, come much closer to maintaining their November turnout figures in April than do renter precincts, particularly those which are heavily populated by students.

THE best thing that could happen to the Ann Arbor Democratic Party would be to have the city elections coincide with the November general election. Unfortunately for the Democrats, this is forbidden by the State Constitution, which requires that city elections be held at some time other than November of even-numbered years. That isn't a coincidence. Republicans controlled the constitutional convention which wrote the present constitution, and they can read election returns as well as the Democrats. It is only one of many things in the constitution which Republicans like and Democrats don't like. It therefore isn't surprising that the Democratic Party supports and the Republican Party opposes Propo-



important that it overrode objections to McGovern's economic and social policies. While it may seem incongruous that anyone would vote for Senator Robert Griffin and George McGovern, a significant number of Ann Arborites did.

No less unusual is the fact that a significant number of Ann Arbor voters voted for this unlikely trio: Gerald Ford, Ed Pierce and Perry Bullard. In 1976, Bullard carried the heavily-Republican Third Ward portions of his district 51% to 49%. At the same time, Ford got 57% and Marvin Esch got 60% of the vote in those same precincts. The following April, GOP City Council candidate Lou Senunas swamped his Democratic opponent in these precincts 65% to 35%.

To be sure, each of these races had its own peculiarities. Bullard was considered such a shoo-in that Republicans mounted only a token effort against him. Ed Pierce is practically a local folk hero because of his efforts to bring medical care to poor patients. But even so, Ann Arbor voters' willingness to support candidates of such widely divergent philosophies is somewhat remarkable. Doctrine and party label take back seats to personality.

There is a lesson here for local Democrats. If they could find a way to turn on the thousands of November Democrats who disappear by April, or hold onto some of the independents and Republicans who have voted for Bullard and Pierce, they would easily win control of city government.

Perhaps the Democrats' problem lies in the nature of local government itself. To most people, city government should consist of efficient management of nuts and bolts things like the fire department and street maintenance. The Republican image of businesslike conservatism seems to fit this task better than the Democratic image of social and economic justice. It's all right in some voters' minds to let the Democrats decide foreign policy or fight unemployment, but Republicans are better at fixing potholes.

Clearly, if every registered voter voted in April elections, Democrats would probably win every time. There are simply more of them. But in recent years, Democrats have not been able to use their basic electoral strength to win control of city government. It wouldn't take much of a change. If just 500 votes had gone the other way in the last three city elections, Democrats would have the 7-4 City Council majority the Republicans now enjoy.

"One of the axioms of American political science is that high turnouts favor Democrats and low ones favor Republicans. In Ann Arbor, this seems to be even more true than most places."

later. That's 30,000 voters who showed up in November but not in April. If those 30,000 were just like the 20,000 or so that did show up, their absence wouldn't make much difference, but they're not.

One of the axioms of American political science is that high turnouts favor Democrats and low ones favor Republicans. In Ann Arbor, this seems to be even more true than most places. Democratic voters tend to be younger, poorer, and more transient than Republicans. Because of these and other factors, Democrats as a group are said to be less faithful participants in the political process.

These factors are intensified when a local government election is involved. Ann Arbor has, of course, an unusually young population, mostly because of the University. Its population is also extremely transient. Nearly 60% of the population lives in rental housing. A younger person, busy with school or getting started in a career; a renter who has only been in town a few years or less—these individuals feel that have less of a stake in who runs local government than the middle-aged homeowner who has lived here ten years and plans to remain permanently. Both

sition A on this November's ballot, which calls for a new constitutional convention.

But turnout doesn't completely explain the two faces of Ann Arbor politics. Many Ann Arbor voters are fickle, at least in their party allegiance. They vote for people they like, often with apparent disregard for ideology. Or they may tie their votes to a particular issue.

Take this vivid example. In November, 1972, precinct 2-7 encompassed approximately the western half of Ann Arbor Hills, that area east of the University's Oxford Housing between Geddes and Washtenaw. It is an area of high-priced single-family homes, and it almost always votes Republican. Except that that year, George McGovern carried 2-7 by nearly 100 votes. The precinct went Republican in every other race. The pattern was repeated throughout the city, to some degree, as the results indicated that a certain percentage of Republican voters voted for the most liberal Presidential candidate the Democrats have ever offered.

This strange result is probably explained by the Vietnam War issue. Even many Republicans in Ann Arbor were liberal on that issue. The war issue was so

Tom Wieder is a contributing editor of the Observer.

The E.P.A. in Ann Arbor

The Emission Control Lab on Plymouth Road is a crucial hurdle for all car models sold in the U.S.

Photos by Peter Yates

By Blanchard Hiatt & Don Hunt

TESTING and certifying automobile designs before production is what they do at the Environmental Protection Agency's Emission Control Lab (ECL) out on Plymouth Road. As mandated by federal law, every automobile manufacturer now selling cars in the U.S. must send a pre-production model to the ECL. EPA personnel at the lab measure the fuel economy of each of these vehicles and the pollutants each will emit. In all some 200 car models receive certification annually.

Manufacturers that sell cars not certified by ECL receive a fine of up to \$10,000 for each such car sold. Thus Ann Arbor's ECL is a crucial hurdle—and in some cases a major bottleneck—for both foreign and domestic manufacturers. As federal pollution and fuel economy standards get more stringent, the tests performed at ECL have become a major factor in auto design.

Not surprisingly, the American car manufacturers, with their heavy cars and powerful engines, face the most difficulty in passing the tests. Big, expensive cars

reduction in pollutants from the average level of 1970 models. But before meeting their fuel economy standards, American auto makers have a way to go. The standard today is 18 miles per gallon, and the figure will climb yearly up to 27 miles per gallon by 1985. Thus the environmental needs of the country are causing a revolution in American car making. Barring major technological innovations, the vintage Imperials, Cadillacs, and Lincolns should within a few years stick out like dinosaurs compared with the luxury models of the mid-1980's.

RICHARD Harrington has for the past eighteen months been the director of the Plymouth Road EPA lab. Harrington, a chemical engineer by training and a long-time specialist in air

When the EPA set standards drastically reducing the amount of gasoline allowed to evaporate into the atmosphere, the auto industry developed an absorption canister that, when put before the air fuel vents, absorbs the hydrocarbons before they can escape into sunlight and turn to smog.

Sometimes, however, the manufacturers get a little too gamy, Harrington told us. One example is the case of Ford Motor Company a few years ago. To understand what Ford did, it helps to realize that one of EPA's most crucial series of tests is conducted of pre-production vehicles every 5,000 miles for 50,000 miles of use (half the expected life of the vehicle). To save expense, the EPA expects manufacturers to drive the test vehicles for the prescribed mileages. The manufacturers are expected to do this according to a strict driving schedule that prohibits any special maintenance without EPA approval.

But, according to Harrington, "Back about 1975 apparently Ford was getting into the habit of performing maintenance and simply not telling EPA about it. They were cheating, is what it amounted to. And of course Ford has a lot of people working for them, and workers aren't always the happiest people in the world. So one of the employees blew the whistle. This literally cost Ford millions and millions of dollars. First of all, it cost them something like \$7.5 million in fines. And then they had to go back and recertify most of their product line, which had a tremendous negative impact on their ability to start production for those new models on time. So the threat of that kind of disturbance to the otherwise set production schedule makes manufacturers work very hard so that they don't even give the appearance of cheating. It's fully possible for any manufacturer that wants to cheat to do so. But if he gets caught, then woe be to him."

Even if a manufacturer were to cheat its way through ECL tests, the EPA has developed further checks to see that the vehicles being produced actually meet the federal fuel economy and pollution standards. While the Ann Arbor EPA lab has the function of testing an auto company's product line before it can begin production for next year's models, an EPA enforcement group in Washington, D.C., sees to it that production line vehicles are tested. Thus it would be a futile exercise to pass the ECL hurdle only to have the EPA stop production once the assembly lines were moving.

IT is not accidental that the EPA chose a location in southeastern Michigan to build its auto emissions and fuel economy test facility. Ann Arbor was chosen because it is close to the headquarters and testing facilities of the major American auto makers.

But the convenience of having these essential EPA tests made nearby the manufacturers' design centers is obviously not possible for foreign manufacturers. As a result foreign auto makers are increasingly building small labs of their own near the Ann Arbor ECL. Toyota was the first to do this back in 1972 when it sent engineers and technicians to occupy an unobtrusive building, formerly Hilbert's Garage, at 1012 Pontiac Trail. Toyota renovated the old garage and filled it with hundreds of thousands of dollars worth of equipment that can duplicate the crucial tests made at the ECL, just a few minutes drive away. Honda opened a similar facility in Research Park in 1974, as did Nissan Motors in 1977. Mercedes Benz is expected to open a facility in the area in 1979.

These emissions laboratories benefit their home companies in several ways. Probably their most important role is mediating between the data being gathered from a car tested at ECL and data

"It's fully possible for any manufacturer that wants to cheat to do so. But if he gets caught, then woe be to him."

—E.C.L. Director Richard Harrington

are more profitable to manufacture than Chevettes or Pintos, and because there remains a high public demand for these gas guzzlers, Detroit auto firms are now mustering all their finesse to get big models past the fuel economy and pollution standards.

The certification problem facing Detroit auto makers is going to be getting even tougher in the next few years. Pollution standards, which have become progressively more stringent each year, will reach a final plateau, representing a 90%

pollution control, takes a realistic view of the many problems his lab creates for car manufacturers. "The manufacturer is a pretty gamy rascal," he told us, "and he has a lot of people up there trying to beat the system." Harrington added, "They're very clever and do a fine job—when they have to."

As one example of the industry's ingenious solution to a major environmental problem, Harrington mentioned the significant reduction in auto pollution which occurs because of gasoline evaporation. Many people aren't aware that as much environmental pollution occurs from fuel evaporation when the car is not running as during a trip of many miles.

Blanchard Hiatt is a science writer for the U-M's Research News. Don Hunt is an editor of the Observer.

gathered from the same car at the manufacturer's home testing facility. If engineers are to develop cars in Tokyo or Dueseldorf which can pass tests on the ECL equipment in Ann Arbor, they must possess in their own shops equipment that gives the same readings the EPA equipment gives. Therefore the passing of so-called stabilizer cars between the ECL and manufacturers is a critical step in the process. A stabilizer car is a known quantity. It is tested at the ECL, tested again at the local laboratory, then tested again back at the manufacturer's headquarters. The manufacturer's equipment can then be calibrated with these stabilizer cars to give readouts identical to those given at ECL.

Local emissions testing labs owned by foreign auto companies can also help in modifying vehicles during their production year. If a manufacturer discovers that one of its models is causing unforeseen problems for a large number of owners, it will want to make an adjustment in that model. If a proposed modification might impinge on pollution or fuel economy levels, EPA will want to oversee the changes. The local emission labs are active intermediaries between engineers at home and the EPA staff in Ann Arbor.

ECL director Harrington credits the local labs with easing the communications gap especially between Japanese and American engineers. "It's unfortunate but true that Americans have a hard time communicating with non-English speakers,"

he told us. The local labs are staffed by both Americans and Japanese, and mutual understanding is enhanced.

There is yet another function of the foreign auto makers' private testing labs nearby ECL. Before a preproduction auto model is certified for production, it is necessary for a manufacturer to run that vehicle for a specified mileage. Then that auto is trucked or driven to the ECL. For the Big Three American manufacturers, this means bringing a car from Chelsea, Milford, or Romeo. For Toyota, it means a 9,000-mile trip by airplane from a test track on the slopes of Mount Fuji to the Toyota lab on Pontiac Trail. The purpose of bringing the car to the Toyota lab before the ECL is not to give it a preliminary test or to tune it up. That is not allowed. What the Toyota staff in Ann Arbor does is to meticulously inspect the auto to see if it has been damaged. Because the EPA tests facing the auto are pass/fail with no appeal, Toyota must be certain the auto to be tested is in perfect shape. If a problem with the vehicle is detected by Toyota personnel, they then phone EPA to ask a staff member to come and confirm the damage and authorize repairs.

The Ann Arbor emissions lab of Nissan Motors (makers of Datsun) is much larger and newer than that of Toyota. Located in Research Park south of Ann Arbor, the lab is called Engineering & Research Institute, Inc. (ERI), a division of Nissan U.S.A. When it is in full operation, ERI will accept contracts to perform for other



Honda is one of the foreign auto makers which has a "satellite lab" within minutes of the ECL. These labs are designed to simulate critical EPA pollution and mileage tests. Nissan Motors, makers of Datsun, is a neighbor of the Honda lab in Ann Arbor's Research Park. Toyota has its lab on Pontiac Trail near Broadway.

manufacturers the same services it will perform for Nissan.

Automobile engineer Toshio Maeda has been at ERI since December, 1977, when he set up the emission test equipment at the lab. The \$3.7 million cost of building ERI reflects the cost and complexity of complying with federal auto pollution standards these days. Maeda gave us this perspective: "Back in 1968 or 1969, we met new emission standards by bolting on a new piece of equipment to the engine. We could then have stated roughly the cost of emission controls by adding up the cost of such equipment. This is no longer possible. Today emission

control concepts are part of the engine's design. Without emission control, there is no engine, either!"

With Mercedes Benz now constructing its own testing lab in Ann Arbor, the business of preparing and testing vehicles for EPA certification has unexpectedly become a significant Ann Arbor enterprise. Including the EPA personnel at the ECL and the personnel working at the private labs, some 350 people around town are in one way or another involved in this country's effort to see that more pollution-free, fuel efficient cars are on American highways. ●



How a Car Is Tested

WHEN a car arrives for testing at the ECL in Ann Arbor, staff members scrutinize it to ensure it is the same car described in the application. This description is so detailed that it consists of a stack of papers four inches thick depicting the thousands of parts which make up the vehicle. Axle ratio, spark timing, and carburetor adjustments are matters of special interest.

Once this initial inspection is completed, the car gets fresh gasoline. Its

tank is drained of fuel and refilled with 96-octane lead-free gas. The fuel is five or six octane points higher than most lead-free gasoline on the market and is used to provide a standard fuel as a common basis for testing.

The next stage is preconditioning. The car is driven over a course called LA-4 which simulates a 22-minute 7-mile ride along the streets of Los Angeles. The "LA cruise" takes place in a room the size of a double garage. The car's rear wheels are hiked up on rollers connected to a dynamometer. The rollers provide the same resistance the car would ex-

perience on the road. To cool the engine, a fan blows air through the car's motionless radiator.

The EPA driver sits with his hands in his lap and need use only his feet to brake and accelerate. As he drives he watches a paper tape with a printed line on it move through a device standing outside the window. The printed line is a speed/acceleration profile of the LA-4 cruise. The paper moves past an ink trace that is geared to the test car's acceleration. The driver operates the car so that the ink trace closely matches the printed line.

After this short preconditioning cruise,

the car rests overnight in an atmosphere of controlled temperature and humidity (shirt-sleeve conditions). The gas tank is again drained, then refueled again in the morning to forty per cent of its capacity. A heater is moved under the gas tank to raise the fuel to 84 degrees F., as if the car were standing in the sun. Now the car sits for an hour in a plastic shed while being subjected to the heat-build test, the test to see how much of the car's gasoline is evaporating into the atmosphere.

EPA staff members then push the car by hand from the shed to the dynamometer for another spin through Los Angeles. This is the key test. The driver gives the car a cold start according to manufacturer's instructions. Start-up exhaust emissions go into one plastic bag while a simultaneous sample of the surrounding air goes into another bag. Chemical tests will later compare the samples in the two bags, gauging engine output gases against engine input gases.

Fifteen minutes into LA-4 the driver turns off the ignition. Ten minutes after that he makes a hot start and completes the last seven minutes of the cruise.

Cold start, hot start, and cruise exhaust emissions are sampled. The ECL has sophisticated sensing devices to look for nitrogen emissions, carbon monoxide, and unburned fuel. The equipment also continuously measures carbon dioxide output. This is how the mileage rating for each vehicle is determined. By adding up total carbon emissions, EPA personnel can deduce how much fuel was consumed and calculate the city mileage rating.

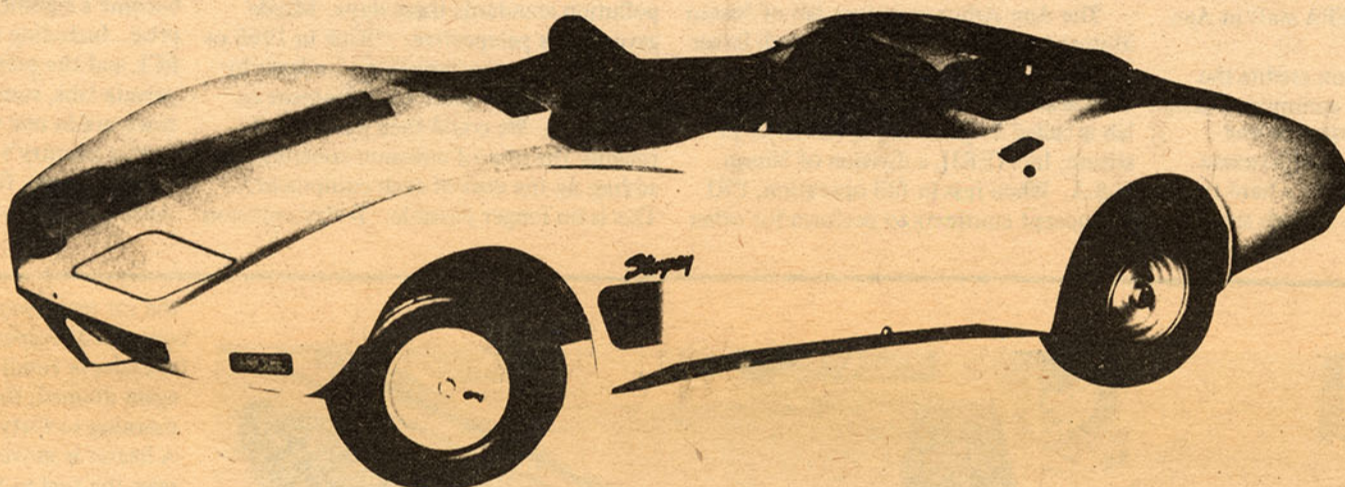
Now the car goes back into the plastic shed for another measurement of fuel evaporation. Finally the driver puts the car back on the dynamometer for the highway mileage test. He runs the car up to a cruise speed of 55 mph, and the sensors are turned on for another tally of carbon output.

—Blanchard Hiatt

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The Choices Ahead for A.A.T.A.

The AATA Board is in the process of rethinking just what kind of bus system Ann Arbor needs. Board member Joel Samoff offers his perspective on how AATA got to this point and where it is going.

By Joel Samoff

ON Wednesday, September 27, 1978, the Ann Arbor Transportation Authority Board approved service adjustments—a carefully chosen term for limited service reductions. Though the reductions approved are few, and though they may well not even be noticed by many riders, reducing service, even a little, is a painful step for a transit authority to take. We ought to be providing more service, not less.

Why were those adjustments necessary? The answers to that question offer a good deal of insight into what has happened to public transit in Ann Arbor over the past few years and into the sorts of choices that face us in the future.

Ann Arbor has a unique public transit system. Like other cities, we offer people a means to get to and from work. But unlike most other cities, we also offer people a means to get to doctors and dentists, to shopping, to friends and relatives, to school, to almost anywhere in town, in fact. And we offer door-to-door service.

We can do that because we are a relatively affluent city, and because we are willing to tax ourselves to provide good public transit. We recognize that we all, both transit riders and non-riders, have an interest in good public transit. As well, we have been imaginative in developing an innovative transit system. And we have been aggressive and successful in finding additional funding to support our transit network.

Thus, the Ann Arbor Transportation Authority can do more than provide a means to get to work, and we ought to expect more than that. But *that still leaves us choices to make.* In theory, the AATA aims at providing all possible trips, from everywhere to anywhere, by anyone, at almost any time. In practice, no public service can ever be without built-in priorities. To claim otherwise is simply deceptive. What sorts of trips are our highest priority? our second priority? by which categories of the population? with what level of convenience? The debate lately has been for and against Dial-A-Ride. That has mostly led to confusion. The issue is not Dial-A-Ride but transit priorities and costs.

To clear the air, however, it may be worth focusing briefly on Dial-A-Ride. Our recent experience suggests that Dial-A-Ride, despite its convenience and popularity among some local residents, has not achieved what had originally been intended, and by its very nature probably can never achieve some of those goals.

One confusion about Dial-A-Ride stems from the claim that its introduction has led to miraculous growth in transit ridership. There was indeed rapid growth in ridership between 1973 and 1977. But was that growth because of Dial-A-Ride? Or is it more likely that what happened in those years was the reattraction of public transit users who had been forced, by the decline of the local bus system in the end of the 1960s, to find alternative transit? Every community has some people who have to, or prefer to, use public transit. That group was driven away from the transit system by the end of the 1960s, and has now been attracted back. My guess is that any reasonably efficient transit system would have shown similar growth. This explanation for the growth in transit ridership is supported by last year's experience: in 1977-78, there was a *decline* in AATA ridership, not a slowing growth but an absolute decline! Perhaps that was due to the fare increase. But at least in part, I think we reached a plateau of regular users, and we ought to expect modest growth in the future. As well, we cannot be sure that frustrations with AATA service did not account for some of the decline.

Now the discussion of the problems with Dial-A-Ride is not a very recent phenomenon. At least over the past three years, there have been regular presentations to the AATA Board about those problems. By the AATA Board's own service standards—which were set two years ago on the assumption that they could be met immediately—Dial-A-Ride has never been fully successful. Everyone who rides Dial-A-Ride has some frustrating experience to recount, and far too many of those experiences recur.

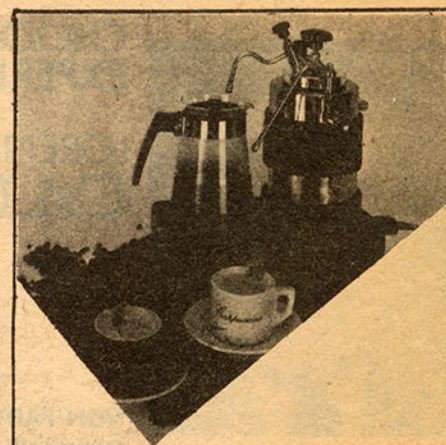
In response to these problems and suggestions for change, the former AATA Executive Director insisted that only minor adjustments were necessary. Attempts to generate a broader discussion of transit alternatives were blocked.

That highlights another confusion in the recent debates. The current AATA board is characterized as "dismantling" Dial-A-Ride. That is both incorrect and a distortion of the previous history. From the outset it was presumed that once ridership increased, the small Dial-A-Ride

vans (which could provide economical service where the demand was low) would be replaced by regular line routes. There have been several abortive discussions of transit alternatives by the AATA Board. The AATA Citizens' Advisory Committee proposed new transit arrangements. An AATA special committee attempted to look at alternatives, but found itself frustrated by the AATA staff's unwillingness to look at alternatives, but found itself frustrated by the unwillingness to consider more than tinkering with the present system.

Finally, in a sense of desperation, the AATA Board last April requested some detailed information on an all-line bus system. Desperation, because that was the only mechanism available for simply getting the necessary information on the table. Despite the clarity of the language, that April resolution was a request for information, *not* an instruction to change the system instantaneously. Surely it was irresponsible of senior management to take that request for information as tea leaves to read about the future. In fact, many of the service difficulties the AATA is currently experiencing stem from the failure to do adequate staff hiring and training during the summer—all based on a guess about the direction and timing of change. As the information became available, it became clear that some services were best provided by Dial-A-Ride, and the AATA Board was agreed in retaining them. If anyone has been dismantling Dial-A-Ride, it was the former Executive Director, through his unresponsiveness and irresponsibility.

Yet another confusion is the assertion that Ann Arbor citizens love Dial-A-Ride. A community-wide telephone survey on the impact of public transit was conducted last year. It was concerned more with people's attitudes than with their actual experiences. What people said (most of them not AATA riders) was that they thought we had pretty good transit in Ann Arbor and that there were lots of problems with Dial-A-Ride. To report one finding (the praise) without the other (the complaints) is deceptive. People were also asked if they would prefer some other transit system. But it has long been known



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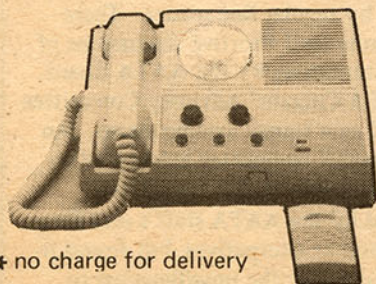
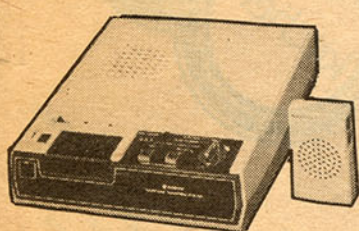


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that to ask people to comment on something with which they have had no experience leads to answers that are difficult to interpret. It is like asking people if they prefer chocolate or tofu ice cream. Most of us, unfamiliar with tofu, would probably say we prefer chocolate. But

Clearly, Dial-A-Ride should continue to serve people for whom door-to-door service is necessary or desirable (particularly, handicapped and senior citizens), and where it is most service-effective (areas and hours of low demand). Several suggestions about how to supplement

"An AATA special committee attempted to look at alternatives, but found itself frustrated by the AATA staff's unwillingness to consider more than tinkering with the present system."

that does not mean that we would not like tofu once we tasted it, or that it would not prove to be better than chocolate. And an ice-cream manufacturer who could produce a tofu ice cream that was more nutritious and cheaper than chocolate would be well advised to try it out. The point here is that Ann Arbor residents are not adverse to change, particularly if the change means improvement.

BACK to the original question. Why the service cuts? One answer has to do with poor financial control by the AATA management last year. Although the AATA Board was assured in June (the final month of the fiscal year) that there would be a \$115,000 deficit (already far too high) and a 6 to 10% increase in ridership, in fact there turned out to be more than a \$400,000 deficit and a decline in ridership. Instead of being able to use available federal funds to improve transit, the AATA Board was forced to use available federal funds to pay for last year's and this summer's overexpenditure.

A second answer has to do with the continuing high cost of providing door-to-door service. It was anticipated that as Dial-A-Ride was implemented, the cost per ride would decline. In fact, the opposite has occurred, apparently at a more rapid pace than the rise in inflation. The very personalized service that Dial-A-Ride provides—not only arriving at the rider's door, but waiting for people who are not quite ready, holding up other vehicles to let the late van catch up, and so on—is inherently expensive.

As well, the Dial-A-Ride concept is necessarily self-limiting. The more riders Dial-A-Ride has to carry, the more easily it is overwhelmed. The drivers cannot make their time points, or they have to drive too fast. Extra vehicles are needed for one or two additional passengers. Its very success makes it unmanageable. In addition, Dial-A-Ride is limited by the frustrations imposed on riders. Missed connections, multiple transfers, and circuitous routing for short trips all drive potential riders away. The presumption that riders do not need to understand the system, but only to telephone for instructions, increases rider anxiety. Finally, Dial-A-Ride is limited by its cost: not in absolute terms, but in terms of how the transit money might otherwise be spent.

And that is the third reason for the service reductions. We have delayed far too long the serious consideration of how our transit system should evolve. Dial-A-Ride is simply not capable of serving as the backbone of a transit system. It has its place, and that is what we should be talking about. What is the mix of transit services best suited to our community?

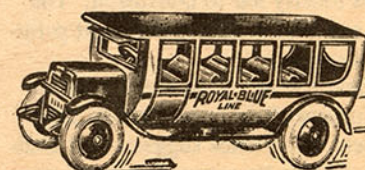
a line-bus backbone have been offered, and they merit serious consideration.

One suggestion was to develop a peak-hour and off-peak mix, with primarily line routes during peak hours and primarily Dial-A-Ride during off-peak hours. A second suggestion was to retain Dial-A-Ride city wide, but at a somewhat reduced frequency and with a premium price (say, \$1 to \$2 a ride). That would permit those who preferred more rapid and direct service to walk to the bus stop, but it would also permit those who preferred door-to-door service and who were willing to pay for it (at a higher cost than the line buses but cheaper than a taxi) to have it. A third suggestion was to use the vans on fixed-route neighborhood feeder lines. That would eliminate most of the need to rely on the telephone and the complex dispatching operation but still offer pickups close to most homes.

Those, and other, alternatives raise questions about priorities in the use of the funds available. However much money we can get, we still have to decide how to use it. To what extent should work trips, rather than shopping, visiting, and the like, be emphasized? To what extent is reliability to be emphasized over individualized service? To what extent is simplicity of routing, with few if any transfers, to be preferred to multiple transfers? What portion of the transit cost should riders bear (currently, line bus riders pay about 45% of the cost, Dial-A-Ride riders about 10% to 15% of the cost, and handicapped riders 3% to 4%)?

Hence our discussion needs to move beyond for or against Dial-a-Ride. We need to begin by recognizing both the strengths and the limits of Dial-A-Ride. Then, we need to recognize that even in our affluence, we need to make choices about how to use our transit money. Finally, we need to talk about what mix of service—lines, door-to-door service, handicapped service, subscription services, and so on—suits us best. I hope we can now get on with that discussion. ●

Joel Samoff is on the U-M faculty in the Political Science Department and the Center for Afroamerican and African Studies. He is currently a member of the AATA Board

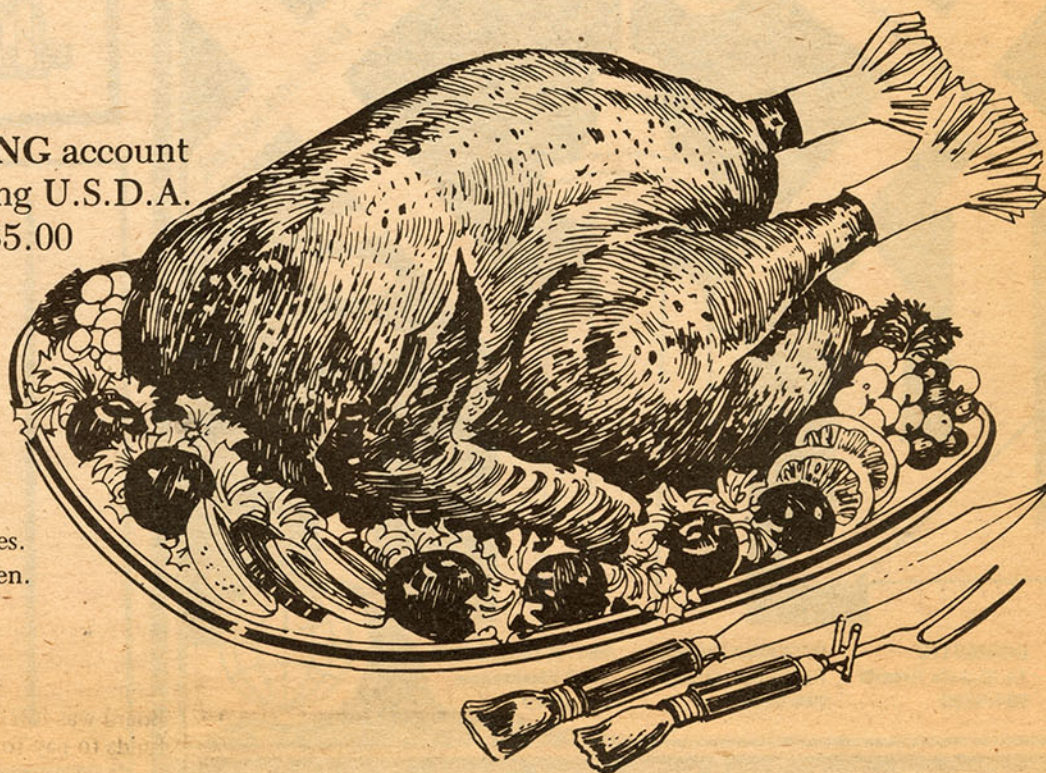


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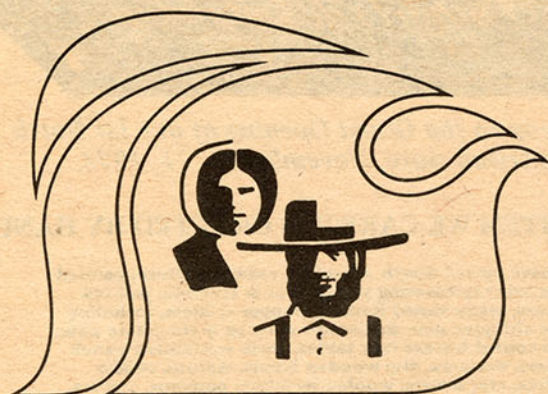
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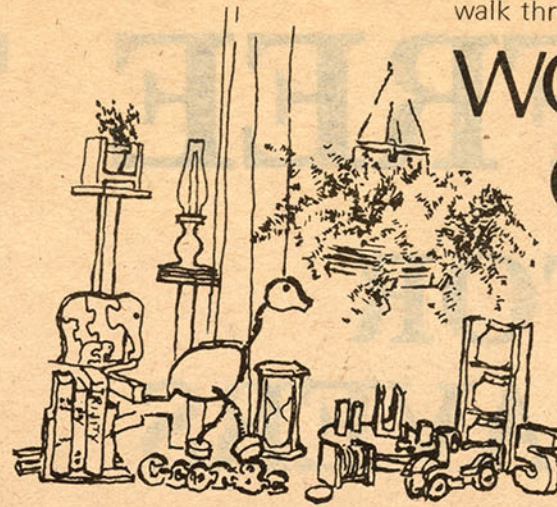
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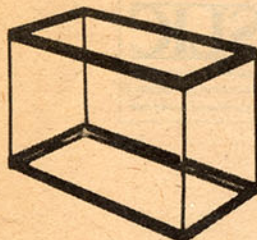
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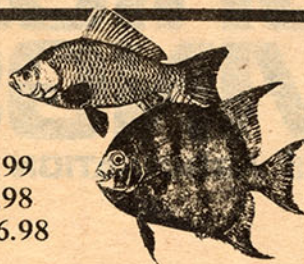
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No Potholes!

That's the legacy of the paved brick street William Young helped lay back in the 1920's. It was the first (and hardest) job he ever had.

William Young worked in the electrical field most of his life, but his first job was helping lay the brick surface of North State Street, back in the early 1920's. He was helping lay the brick surface of North State Street, back in the early 1920's and he remembers it well. Laying heavy-duty brick pavement is almost a lost art in this country today according to city Director of Streets, Traffic and Parking John Robbins. It's still done in Europe, but it's so rare in this country that it would be hard even to estimate the cost of a job.

By William P. Young Sr.

DRIVING down North State Street, when I get to the stretch between Kingsley and Fuller, going down the steep hill in front of St. Thomas Church and School, I look carefully and fondly at the pavement. There are no pot holes here. This is all good, hard, solid paving brick, not molasses and sand. And it is just as good now as it was when I helped put it down around sixty years ago. There are patches where it has been necessary to get at the underground pipes, but the bricks have been carefully replaced, and there are NO POTHOLES. There is, however, a lot of my blood, sweat, toil, and tears laid down with those bricks.

North State was paved with bricks at the beginning of the 1920's, and working on it was my first real man's job. I was sixteen years old, and only half way through high school, but I was more interested in eating than studying, so I quit school to look for a job.

I took a room on North State street across from the old St. Thomas School. For it I paid two dollars a week when I had it, and my landlady thought that should be oftener. One morning as I left the house, I saw there was quite a crowd of men and horses and wagons in the street. The men were stacking piles of paving brick along the curb, getting ready to pave the hill. I went up to the man who seemed to be the boss and asked for a job. He told me to go to the Ann Arbor Construction Company office on Felch Street at the railroad crossing. The manager there was kind of dubious about hiring me, as I was only five feet, nine inches tall and weighed just one hundred thirty-five pounds. He said the work would be too hard for me, but I gave him a song and dance that I was used to hard work, and he said I could try it.

I started that afternoon, there in the yard, unloading a boxcar full of cement. In those days cement came in cloth bags, not paper sacks, which weighed ninety-four pounds to the bag. The boxcar was piled high, and the men were using the doors.



Several men worked with me getting it out and piling it on a flatbed truck. I was the smallest, so I had the job of climbing up to get the top rows of bags down. I could hardly lift a sack, but I managed to get by with sliding them down. The cement dust sifting through the coarse cloth quickly wore the skin off my hands.

I was very glad to be put on a different job the next morning, when I went with two other men and a two-horse dump cart to haul sand to State Street.

There is a road that runs below the hill where University Hospital sits, extending from Glen Avenue to the Arboretum. There were no buildings or parking lots there then, just sand and gravel pits dug into the river bluff. We would go along the road to one of the sand pits and shovel the wagon full. The sides of the wagon were higher than my head, and it had dumping doors at the bottom. We had long-handled shovels to throw the sand up over our heads into the cart. When it

was full we went back to the State Street hill, where we spread and leveled the sand across the concrete foundation of the new street to make a base for the bricks.

After enough sand had been hauled I was put to work carrying brick for the pavers. The pavers were the aristocrats and best paid of the workmen, and they really earned their money. They spread themselves out in a row across the street, close enough together so each man's bricks closed up with his neighbor's. They took each brick and slapped it down in the bed of sand so that it was level and had just the right separation from the previous ones.

The pavers knelt on pads and had leather finger and palm gloves. They needed them. That was a killer job, but they managed to keep it up all day long, day after day. Those paving bricks were much heavier and larger than common brick. They were about nine inches long, four inches square on the ends, and weighed

about nine pounds apiece. They were baked very hard.

There had to be more carriers than pavers because the pavers set the bricks in place very fast, and it was hard to keep them supplied. We had to set them down so that the pavers could reach the bricks without moving. As they finished a row as far as they could reach, they would inch ahead on their knees.

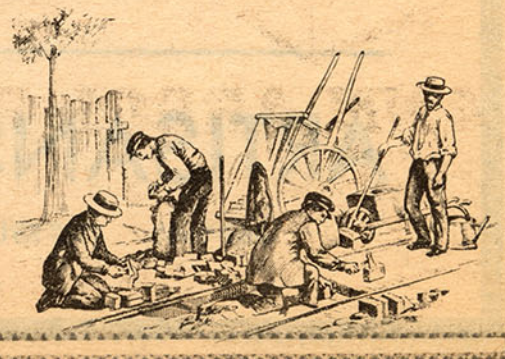
We carriers had brick tongs that would pick up and hold five bricks at a time, but there were not always enough to go around, so we piled them in our arms as best we could. The skin on our hands soon wore off.

As the pavers worked their way forward up the hill, other men followed behind them to spread sand on the rows of bricks and sweep it down into the cracks to hold them in place. Behind these sweepers other men followed with cans of hot tar. The cans had long spouts, and the tar was poured in the joints between the bricks. Then a little more sand over all. A couple of small steam rollers leveled and settled the bricks as a final touch.

Why were bricks used in the first place? Because there were quite a few horses and wagons still in use then, and the horses' hooves could get a better grip on brick paving, especially when the street was icy. Also the brick paving would last almost forever. There is plenty of it in Ann Arbor, still good after sixty to ninety years.

It is hard for me to understand now how I survived. I just had to. In those days almost all employers paid only every two weeks, or if they paid off every week they held back one week's pay to discourage floaters. I knew that I could not take this kind of work, but if I quit I would not get any money until two weeks were up anyway. I made up my mind that I would take anything different, and I spent all my spare time going to business places asking for work. I had always been interested in electricity, so I tried every electrical shop in town. Finally after ten days on the hill, I got a chance to be an electrician's helper on a commercial rewiring job.

I happily gave my notice and finished my two weeks. The hill was just about finished, and so was I.





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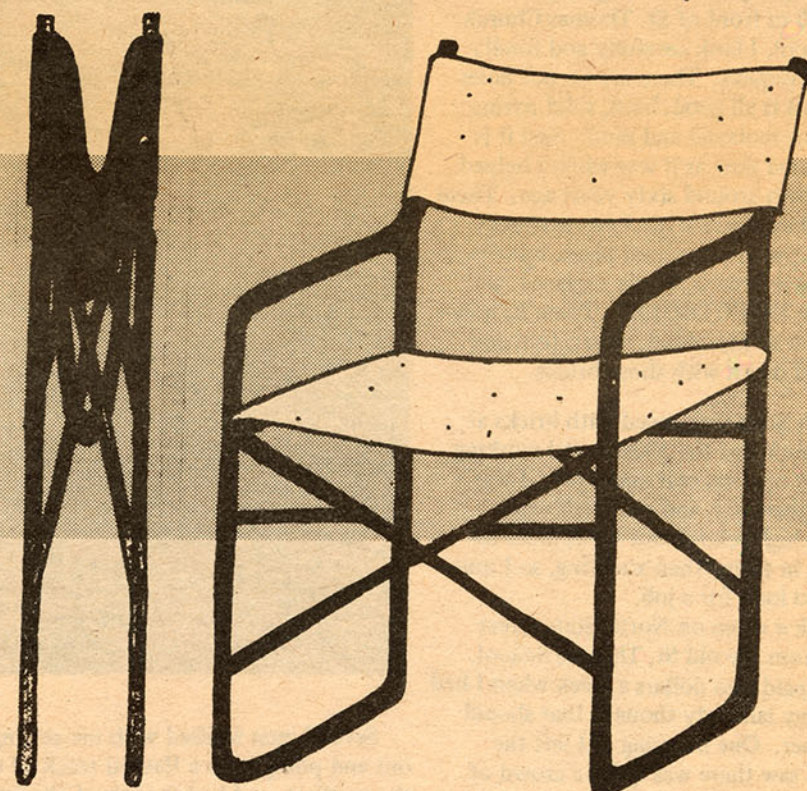


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Changes



Peter Yates

At Plymouth Mall Tenants and Owners Team Up on Fix-Up

Tenants may have it rough, but life isn't always a bed of roses for commercial landlords, either. Take the case of Plymouth Mall Shopping Center at Plymouth and Nixon roads, for instance. In order to attract tenants when the mall opened in 1973, its owners offered five-year leases with two five-year options for renewal at rates that seemed adequate at the time but weren't enough to cover the rapidly-rising costs of maintenance. The original tenants paid only a flat 10 cents a square foot for common-area maintenance of the enclosed mall, the sidewalk, and the parking lot, including snow removal, and the landlords were locked into the initial agreement.

By 1977 maintenance costs had nearly

tripled, and upkeep of the shopping center wasn't what it should have been. Improvements delayed during construction were never finished. Tenants were complaining to the owners (who by 1977 consisted of William J. and Thomas Conlin, Paul J. Tippet, and Peter Allen).

Property manager Peter Allen saw an opportunity to satisfy the tenants and improve the landlords' position by finding out what the tenants wanted and offering to pay for part of the improvements. Allen hired Peg Trimble and Jean Wein, teachers interested in developing careers in interior design. Trimble and Wein interviewed merchants extensively and asked them to identify problems and possible solutions. This "social work" approach, as Trimble calls it, differs markedly from the typical design consultant who analyzes and solves problems with less systematic input from the users. In the case of Plymouth Mall, the input of tenants and users was paramount in coming up with a design the tenants would be willing to help finance.

The mall interior's uninviting drabness was the chief complaint. To relieve it, skylights and a red tile floor have been installed and plantings and brightly-colored wall graphics were added. Entrances were better marked with signs and landscaping. Parking lot plantings and signage were also improved and a Plymouth Road Enclosed Mall logo was devised by graphic artist Mike Griffen.

The upshot of the \$85,000 improvements: a brighter image for tenants and shoppers, and, for the landlords, favorable renegotiation of tenants' contributions to the fund for maintenance of common areas.

New Architects' Firm Wants to Stay Small ... and Mellow

As plan reviewer in the city's Building and Safety Department for four years, Terry Alexander had the reputation among local architects and building renovators for applying the baffling and dreaded building codes conscientiously yet fairly. Last year he quit his city job, and now he's going into business for himself, in partnership with another local architect, J.D. Phillips, long a project manager with Colvin-Robinson. The firm of Phillips and Alexander will let its principals "have fun being architects rather than killing ourselves," Alexander hopes. "We don't want to do giant projects and wear three-piece suits," he said. "We want a couple of biggies for our bread and butter, but we like smaller projects, too, like house

Phillips and Alexander are hoping to achieve this utopian work situation by staying small (they may add a draftsman and a landscape architect, but that's it, they say), by keeping overhead down (they have a modest suite in the two-story block building at 221 Felch, and share a secretary with a firm down the hall), and by capitalizing on the wide sphere of contacts they have made in their previous jobs. "There are so damn many architects in this town, you have to have a lot of contacts to succeed on your own," according to Alexander.

Phillips is working on the new Mercedes testing lab in Research Park; the firm's other jobs include houses and architectural work for a complete remodeling of the U-M radiology department.



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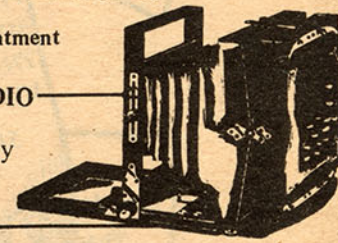
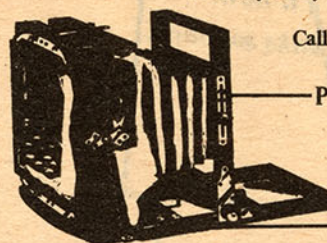
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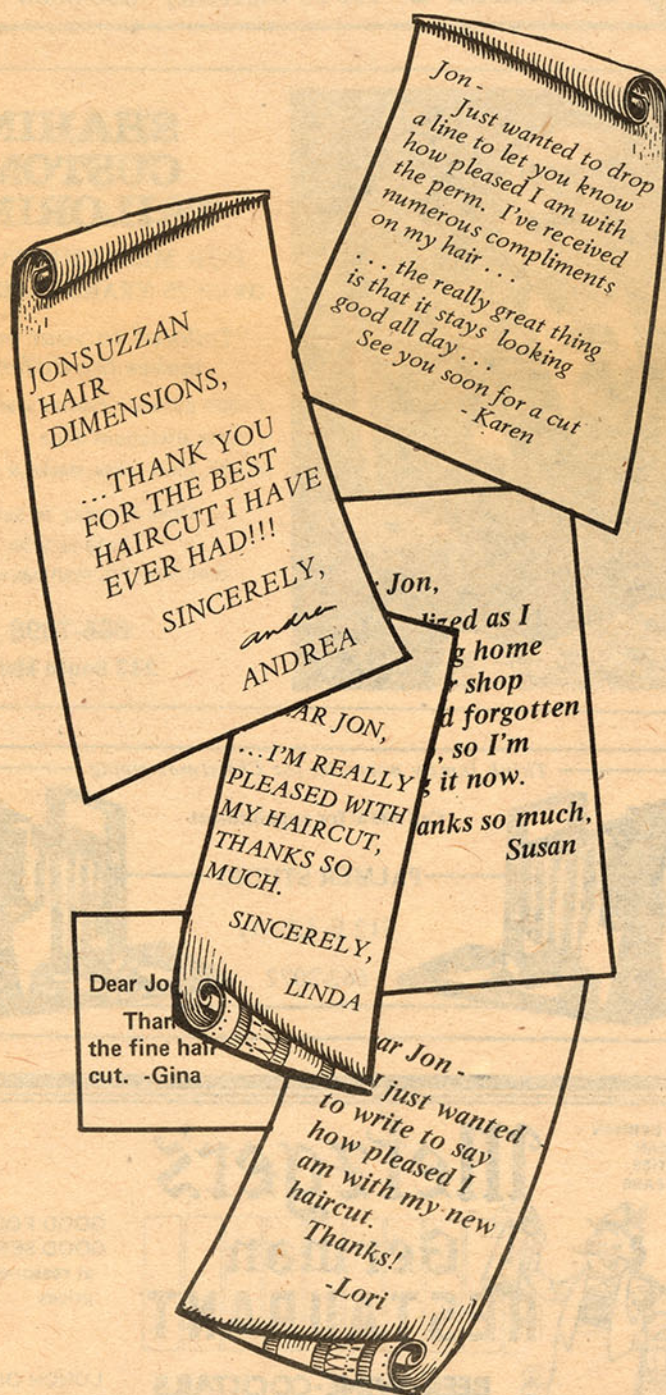
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Emerald Fever At Maple Village

Emerald fever struck Winston and Carol Parker when they lived in Bogata, Columbia, just as it has hit thousands of other foreigners there. They became fascinated with the mystique and lore surrounding that most precious of gemstones, which comes out of mines dug by the Incas and hidden from the Spanish invaders until the turn of the twentieth century.



While Winston was working at Pepsi Cola as director of marketing in Bogata, the Parkers were saving and dreaming of establishing their own import business, which they did last summer. Their Furatena Ltd. is located in a detached building at Maple Village Shopping Center, next to Wildlife Plants. The store is actually an informal kind of franchise of the large Furatena store in Bogata, where the gold and emerald jewelry it sells is made by hand on the premises. The business, buys emeralds in the rough. A skilled emerald cutter cuts the stones, and his goldsmith relatives make jewelry of intricate gold filigree. A branch business sells hand-crafted reproductions of Colombian colonial antique furniture, plus copper and brass accessories. All work is done by hand.

Because of its direct connection with sources of supply, the Ann Arbor Furatena can offer imports at lower-than-usual prices, according to its owners. Imports are a tricky business, easily affected by the world economy. The Parkers haven't been hurt much by the falling dollar, unlike importers of European and Asian goods, which are rapidly becoming overpriced for some American markets. But the South American peso is tied too closely to the dollar to be affected, Winston Parker says.



Dollar-wary investors are driving up the prices of emeralds faster than gold, however. Emeralds have increased 35% in value since January. They are rare to begin with—much rarer than diamonds—and only 1% of emerald material found is top-quality faceted material. Value is determined by size, color (deeper green is better), translucency (but all genuine emeralds have at least some milky crystallization marks), and sparkle or fire.

Furatena is celebrating a belated grand opening from November 6 through 11, featuring door prizes, exhibits, and free Colombian coffee.

THE COUNTRY GATE

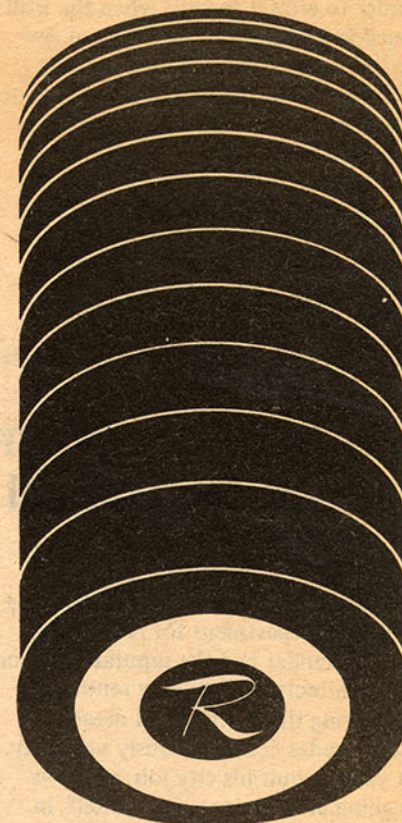
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Changes Downtown and on State Street

Downtown there are several new additions to the South Main Street scene. **Graphic Arts Wholesalers** features low-priced framed reproductions and prints; it moved from the Old World Mall into the space at 224 S. Main formerly occupied by Voss Home Furnishings.

Next door at the **Parthenon** Greek restaurant a quarry tile floor has been installed on the interior floor and outside entrance; it no longer says "Cunningham's when you walk in the door."

Down Main Street next to the Sugar Bin Bakery the **Downtown Racquet Club** tennis shop is due to open in late November. And further down in the 300 block a multi-ethnic row seems to be spontaneously developing, beginning with the French ambiance at **Complete Cuisine** (322 S. Main) and **Ian's Patisserie** next door (opening soon).

Next to it is **A Wee Bit of Scotland/The Blarney Stone**, specializing in Scottish and Irish imports including tartans of every clan (a selection seldom found in Glasgow or Edinburgh, owner Jean Paul told us), Irish woolens, recordings of popular and traditional music, and a host of other imported gifts and souvenirs. Moving from Kerrytown has gained the shop more space, and "Merrie England and Wonderful Wales" will soon complete its representation from the British Isles.

Nearby **Tumurravi**, a Mexican import shop, has moved into the brick house at 330 S. Main from its first location at 205 E. Huron. It is flanked by two restaurants offering French and Mexican specialties—**Chez Crepe** and the **Central Cafe**, respectively.

This block of Main Street has changed markedly in character from a few years ago, when an appliance store, hearing aid business, and music store (now moved across the street) occupied buildings that now house specialty imports and foods.



Before After
THE LIBERTY INN

But surely the most dramatic transformation of the current cycle of renovation will happen in a month of so when **The Liberty Inn** at 112 W. Liberty will shed its tile-and-brick front and return to something close to its turn-of-the-century appearance. Owners Jerry and Elsie Heath will reconstruct the front, installing big windows and a recessed door, with an awning and a first-story cornice that continues the cornice lines of the adjoining buildings. Mark Millich did the design work. The door leading to the second-story will be opened up, but there are no immediate plans to renovate the upstairs. The overhanging neon sign will be removed, Jerry Heath says, but, lest patrons of this unpretentious bar from the pre-stained-glass-and-exposed brick era be alarmed, he says the inside will stay basically the same. The light-up

landscape scenes behind the back bar, the juke box, the pool tables and the general ambiance are not succumbing to the onslaught of historically-inspired renovation that is gradually stripping downtown of the signs and styles of the more recent past.

Black Elk Supply, tucked away in a subterranean corner of East Liberty Plaza, is a new store specializing in outdoor gear in kit form. Kits for down garments, sleeping bags and quilts, tents, and even snowshoes or skis are available for assembly by the consumer at substantial savings. Owners Skip and Susan Cole are former teachers who were interested in outdoor alternatives to the competitive sports presently taught in schools. They organized wilderness expeditions with students at Boysville in Macon, Michigan, and now they're making camping more accessible by supplying a less expensive means of outfitting oneself.

Little skill is needed to complete their kits, and their 1918 home sewing machine does as well as any, they say. People who purchase kits from Black Elk are welcome to use the machine at the store.

Bar-B-Que King, at the corner of North Main and Summit, opens in November after being closed for 18 months. "Some of my customers told me they hadn't eaten ribs since we closed," said Don Hill, manager and brother-in-law of owner Jesse Campbell. Bar-B-Que King ribs are cooked over an open pit, "four hours, nice and slow," Campbell told us. "Keep 'em wet with a special sauce—gives 'em that good flavor."

The carry-out also offers chicken, a variety of sausages, and salads. The operation includes a grocery and liquor store, too—all open from 7 a.m. to 11 p.m., seven days a week.

Marty Busch of **Marty's** menswear store has remodeled the front of his new storefront to match his existing facade next door at 310 S. State. Oak trim and a leaded-glass fan window create an effect of traditional good taste that complements the tweeds and plaids carried in Marty's new **His Lady Shop** on the new store's lower level.

On Maynard Street Jeffrey Tothill of **Over the Rainbow** and Bob Felt of **Eden Foods** store and restaurant joined forces with their landlord to build a new facade over their building, which a new sign now proclaims to be **Maynard's Landing**. Rough-sawn boards and battens cover up baked enamel-on-metal square for a rustic

The Antiquarian is a brand-new shop specializing in old maps, prints, and documents. It is located within **The Periodical Retreat**, which is at 336½ S. State above Ann Arbor Music Mart. Proprietor Bruce Nilsson commutes by rail to his job in Detroit as a lawyer and pursues his interest in maps in his spare time. His specialty is Scandinavia.

Is Ann Arbor ready to support an antique graphics shop? Nilsson thinks so, based on his experience selling maps and prints at Charing Cross Book Shop. Furthermore, the recently-formed Michigan Map Society has some 70 local members. The Antiquarian's stock appeals to a broad range of customers, from students who want inexpensive decorative items to collectors of rarities.



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Viewpoints

Improving Ann Arbor Housing

By Lou Belcher

ANN Arborites pride themselves in their city's ability to offer a quality of life not found in many urban settings. If one were to take an overall look at the problem and solutions within the broad basic guidelines set down by Ann Arbor's citizens, then one is certainly faced with not only a grave responsibility, but also a measure of careful thought and examination. I honestly feel that most Ann Arborites do not want their city to be much bigger than 125-135,000 people. (In 1960 the population was 60,000; in 1970, 99,000. Currently it is about 110,000.) For many, even this is too big. But it does seem to me that while our population has somewhat stabilized, we still have a long way to go to stabilize the housing market to meet not only the demands for housing but to level off rents and property taxes.

Keeping all of these factors in mind, my administration has evolved, over the past five months, a broad outline of how we are going to face the current housing situation and what steps we are going to take to help stabilize the market, taxes and rents.

Within the parameters of our basic city borders, we have roughly 1,000 acres for housing development available now, or very shortly when final annexations are approved.

In broad terms, our policy is this. We want, by every means available, to encourage the restoration of older homes. Over the past year, the City, through CDBG

funds, has allocated grants and low-interest loans to over eighty-five different families to restore and bring their homes up to code. We are also encouraging the development of single-family homes upon properly zoned land, construction of moderately priced homes in the \$50,000 range, and higher-priced homes in the currently established subdivisions.

Our housing stock in Ann Arbor is roughly split 60% rental units, 40% home-owned units. We feel that this percentage should be closer to fifty-fifty, and home-ownership is very high on our list of priorities. We also have, as a very high priority, building good quality senior citizen units, helped by subsidies through MSHDA and HUD. We want our senior citizens to stay in Ann Arbor and we will do what we can to insure they can afford to stay. We are also encouraging more high-quality rental units in those areas currently zoned for rental units. With the high cost of money and the super-high down-payments needed to move into a home today, particularly for young people, it is absolutely essential that we offer high quality rental units as a housing alternative.

We are also encouraging the development of urban living units in our central city. Many people like this lifestyle. We have old space downtown above our stores that is not utilized or is under-utilized. If developed into urban apartments they could add several hundred units to our market without new land needed. The urban housing units also insure the economic viability of our central city because people live, work and entertain there. It

seems to me to be a perfect solution to insure the economic viability of the central city area.

While we are encouraging the development of new housing stock in Ann Arbor, owner-occupied housing, rental units, senior citizen and urban housing, we are going to absolutely insist that the quality and standards that Ann Arbor is known

schools in the other sections of the city go under-utilized. We must solidify our borders and then enter into agreements with our adjoining township neighbors to provide adequate buffering between the city and the townships so that the townships and the City all retain their distinctive features. None of us, I am sure, want a large megalopolis. I feel that it is

"Our housing stock in Ann Arbor is roughly split 60% rental units, 40% home-owned units. We feel this percentage should be closer to fifty-fifty, and home-ownership is very high on our list of priorities."

for will be in effect and enforced to the fullest.

We will be careful to set aside enough green space and open areas for the number of new homes and apartment units that are built. We must plan with the school system so that we do not crowd schools in one area of the city while

very possible to have good, high-quality housing units developed, maintain the quality of life that we enjoy, stabilize our taxes and rents and give new people a chance—the same chance we have all had to live in this great city.

Lou Belcher is mayor of Ann Arbor.



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Taking It Out On Government

By Leslie Morris

MY family of six shops for groceries once a month. On our last trip, the tape read \$455.68. (This doesn't include milk and eggs, which are delivered, or fresh fruits and vegetables.) For dinner we usually have casseroles with more rice than meat. We do not eat steak, except for tenderized chuck steak. We have almost eliminated fish, except for canned tuna.

Ten years ago we ate fish often, and a respectable amount of roast beef and chicken. Our grocery bill was half as high as it is now. Our income has not doubled. We joke when we pay the grocery checker, but we feel angry enough to want to hurt somebody. Apparently, we're not alone. This fall, people seem to be trying to find a way to shout with the "Network" TV newsman, "I'm mad as hell, and I'm not going to take it anymore!!"

never find the legendary middleman, and the OPEC nations are too far away.

That leaves government workers as a target for our pain and rage. And so we have the Headlee, Tisch and Voucher tax plans, put on the ballot by citizen petition for our vote this November.

A recent *Detroit News* poll indicated that 57% of the voters plan to swing the Tisch meat ax on November 7. The Tisch amendment amounts to a tax transfer, from local property tax to state and local income tax.

What would be the effect?

Many owners of large investment properties, like apartment complexes or shopping centers, would benefit enormously from such a transfer. Wayne Johnson, Ann Arbor City Assessor, has calculated that a typical owner of a three-million-dollar investment property, who now pays a property tax of \$106,400 a year, would receive a total yearly tax reduction of \$47,780.

sarily a progressive tax. Only ordinary wage and salaried workers pay income taxes on all their income. The higher-income investor, who owns the \$3,000,000 apartment complex cited above, uses the property as a tax shelter for a part of his income. Eventually, when he sells the complex, he will pay a capital gains tax at a much lower rate than his theoretical income tax rate. His wage-earning tenants will pay any increase in the income tax, but will not receive a rent reduction if the landlord's property taxes are reduced.

In spite of increased income taxes paid by wage and salaried workers, if the Tisch amendment passes, city services would be cut. Although many homeowners would pay a little more, and tenants would pay much more, all lost property tax revenue could not be recovered.

When service cuts must be made, local government loses the chance to be responsive to the citizens. Legal minimum requirements, contractual and pension ob-

ligations must be met. *What we will probably lose in Ann Arbor if Michigan voters choose to swing the meat ax this November, includes, but is not limited to, the following:*

Increased police patrols on State Street and in city parks, backyard refuse pick-up for the elderly and handicapped, city recreation programs, snow plowing on residential courts, our city historian, any support for the Historic Commission, most street tree planting and stump removal, and a large part of our street resurfacing program.

City services cost money, just like groceries, housing, medical care, and fuel. Are we angry enough this fall to cripple or destroy our own local services, incidentally providing windfall profits to large investors? If so, I predict we'll be much angrier by this time next year. ●

Leslie Morris is a Democratic councilperson from the Second Ward.

"Most wage earners would pay higher taxes if an increased income tax were substituted for the property tax."

We civilized grownups tell ourselves that we shouldn't kick the cat when we get angry, and we shouldn't slap the children. The farmer isn't getting rich, we can

Most wage earners would pay higher taxes if an increased income tax were substituted for the property tax. The awful truth is that an income tax is not neces-

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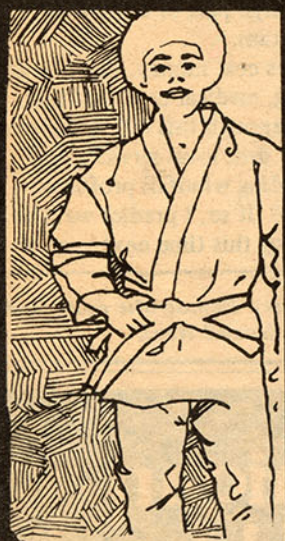
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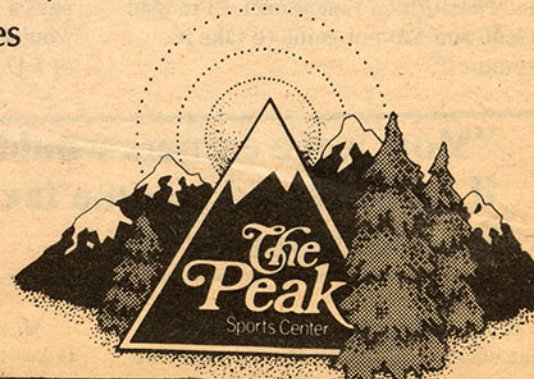
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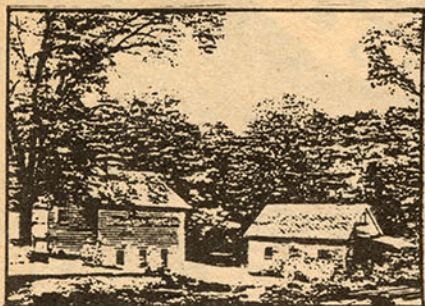
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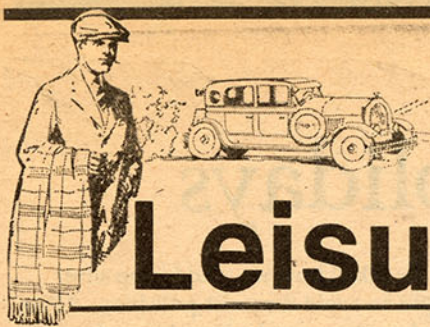
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Leisure Notes

Thumbs Up, Thumbs Down For New Restaurant Guides

By Mary Hunt

Two new Ann Arbor area restaurant guides appeared last month, and they make a vivid study in contrasts. One is slick and shoddy, the other unassuming and entertaining.

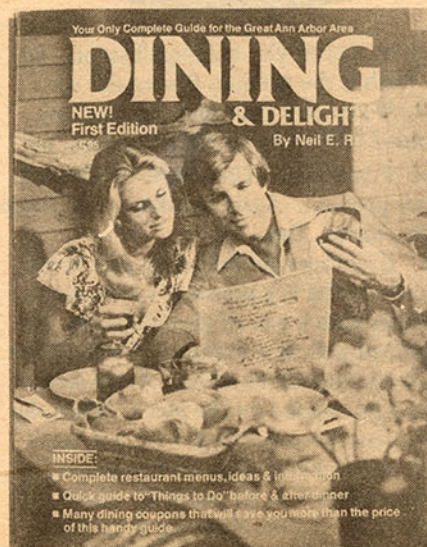
The slick and shoddy book is called *Dining and Delights* by Neil Rand. Published by The Coda Press (\$5.95), it is overproduced and underresearched. The book consists mainly of a compilation of restaurant menus—hardly exciting reading, but certainly a useful idea for anyone who wants to know what to expect in cost and selection before deciding upon a restaurant.

This menu/restaurant guide format has been successfully marketed in Detroit and elsewhere. By reproducing the actual restaurant menus, typesetting costs are minimized and the tricky task of actually evaluating restaurants is neatly avoided.

But *Dining and Delights* unfortunately promises more than it delivers. Billed as "Your Only Complete Guide for the Great Ann Arbor Area," it omits not only most chain and franchise restaurants, but it also excludes several beloved local institutions. How can any survey of the local food scene which purports to be complete leave out The Fleetwood Diner, Drake's, Pizza Bob's, The Round Table, the Del-Rio, Eden Foods, and other spots with venerable histories and loyal followings?

We searched in vain for any explanation of criteria for which restaurants were and weren't included. Neither could we figure out, for instance, why The Olympic and Manikas were included but their campus counterpart, Frank's, was left out.

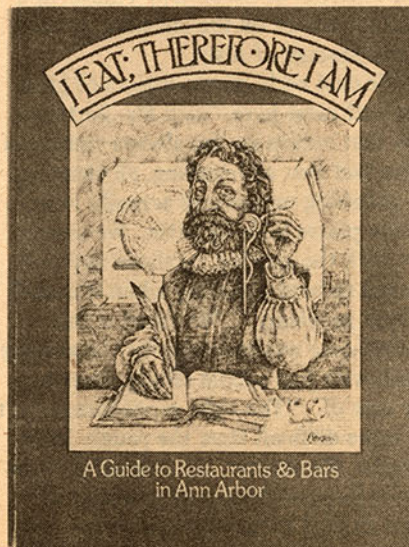
Accuracy proved to be another problem for *Dining and Delights*. Since the menus were photographically reproduced for publication, we may assume they are



accurate at least for the time at which the book was compiled. But don't trust the rest of the book too much. Our casual perusal uncovered six restaurant locations that were inaccurately indicated on maps. Some were on the wrong side of the street, others were off by blocks—a real inconvenience for out-of-town visitors. The listings of restaurants by type failed to include under "Seafood" two of the area's most popular seafood restaurants, The Gandy Dancer and The Whiffletree.

Under "Sights to See" we learn that Michigan Stadium is "open to visitors year-round free of charge" (try that on a football Saturday!) and that the Old West Side is the area where "most structures reflect the Greek Revival style of architecture popular in the late nineteenth century." In fact, Greek Revival style of architecture died out after the Civil War. Most of the Old West Side is Victorian and post-Victorian in style.

While compiling guidebooks doesn't demand an elegant literary style, it does call for a respect for everyday facts.



Dining and Delights needed the attention of a vigorous editor.

I Eat, Therefore I Am: A Guide to Restaurants & Bars in Ann Arbor by Curt Feldman, Andrea Sankar and Bobby Frank is on a different order altogether. Half the size (6" x 8½") and half the price of *Dining and Delights* (\$2.95), it's full of entertaining informal judgments on food, together with numerous asides on the all-important social aspect of res-

taurants. Written from the student's point of view, it dwells with loving and sometimes over-sentimental familiarity on the ambiance of unpretentious campus spots like Frank's, Steve's Lunch, Krazy Jim's, Pizza Bob's, and Angelo's, but covers downtown establishments less thoroughly and less knowledgeably. The entire gamut of campus-area restaurants is treated in detail, from Victor's ("Unlike many restaurants which carefully cultivate a certain atmosphere, Victor's also pays scrupulous attention to the food.") to the Wolverine Den ("A veritable gulag where students are sentenced at very odd hours of the night to munch on very odd specimens of food, the Wolverine Den is, so to speak, the restaurant of last resort.").

The authors cheerfully plunge into their self-appointed task of passing judgment, and their judgments range from the discerning to the over-enthusiastic. Reading this book is like talking with three friends who like to eat out, hearing about where they like to eat and what to order where. The book doesn't claim to be complete or authoritative, but it's generally entertaining and on-target.

Some selected gleanings:

- "best 60¢ hamburger in town": The Blimpy burger at Krazy Jim's, christened in a name-the-burger contest twenty-five years ago.

- best northern Chinese food in the area: the Old China in Ypsilanti.

- Noteworthy specialties: black bread and clam chowder at the Pretzel Bell; fragels (french fried bagels with raisins, dipped in sugar) at The Bagel Factory on South University; eggs and grits at the Fleetwood; Amaretto mousse at Maude's.

- Biggest "find" while researching the book: The Panda, a Chinese-Korean restaurant at 3020 Packard just east of Platt, near Kelsay's Market. Though the exterior is nothing out of the ordinary, the authors found the spicy food both delicious and inexpensive.



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Silver Polishing: Expert Advice for the Holidays

By Annette Churchill

The fast-approaching holiday season will soon generate a frenzy of cleaning and polishing in many Ann Arbor homes. While looking over a few sadly neglected silver objects of our own, we decided to follow once again our resolution to learn to do things right, using the methods of experts. We consulted John Bertalan, Assistant Chief Conservator of the Henry Ford Museum in Greenfield Village, and asked for advice on the cleaning, polishing and storage of silver.

"We deal with silver objects of great historical value here," said Mr. Bertalan. "For that reason we are always conscious of the fact that all handling, all cleaning, and polishing procedures actually wear out the pieces little by little. We always start with the gentlest methods and only proceed to hard polishing when it is absolutely necessary." We asked if this extreme care was practical for the average person with just a little family silver to take care of. "The right procedures aren't any more difficult than the rough, harmful ones. Remember, the beautiful examples we have on display here would no longer exist if they had been abused over a long time. Today's objects deserve just as good treatment. They may become the collectibles and historic treasures of a future time."

John Bertalan likes the Haggerty line of silver care products—Silver Wash, Silver Foam, and Dry Silver Polish (which is used with polishing gloves). These products, taken in that order, represent the gentlest to the the hardest treatments. "Always do the minimum consistent with pleasing results," Mr. Bertalan advises. "Apply the first two products with a damp, fine, natural ('silk') sponge which you clean after every use and never use for anything else. Don't let the polishes dry out and cake up. Little nubs of dry polish can scratch silver severely."

Here is the procedure used at the Henry Ford Museum in the upkeep of its silver collection:

1. First clean the piece with Silver Wash, a soap with a very little fine abrasive in it. Don't scrub. *Let the product do the job.* Rinse well. Wash in detergent. Rinse again. Dry with a very fine soft



cloth or, better yet, a damp chamois. Silver Wash is the product for regular use.

2. If you feel your pieces haven't responded brilliantly to this treatment, try Silver Foam next. There is more abrasive in this product. Again, work gently. Rinse. Wash. Rinse. Dry.

3. If surfaces are dulled by past abuse, proceed to the dry polish as a last resort. It comes with a pair of gloves already impregnated with fine abrasive. Wash. Rinse. Dry with chamois as above. *Never leave any polish residue on the piece.* When the gloves have become black with use, wash them and recharge with the dry polish.

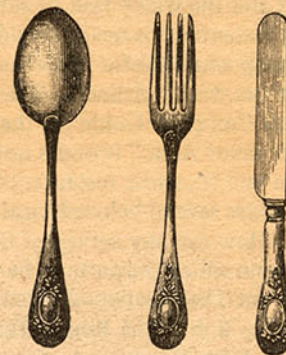
Avoid dips if at all possible. These work by the action of strong acids on the tarnish and leave a matte finish which must then be hard polished. If you feel you must use a chemical dip to start a badly discolored piece on the way back to beauty, at least neutralize that acid in a second rinse by adding a little baking soda to the water. Then rinse a third time. Haggerty makes what it calls a Fork Dip, designed to dissolve the discoloration between the tines of forks. Mr. Bertalan does not recommend it. Much better, he suggests, to attack this awkward job with a fine natural bristle brush made for the purpose, used with one of the gentler compounds.

Avoid leaving finger prints, which are acidic and encourage tarnish and even pitting.



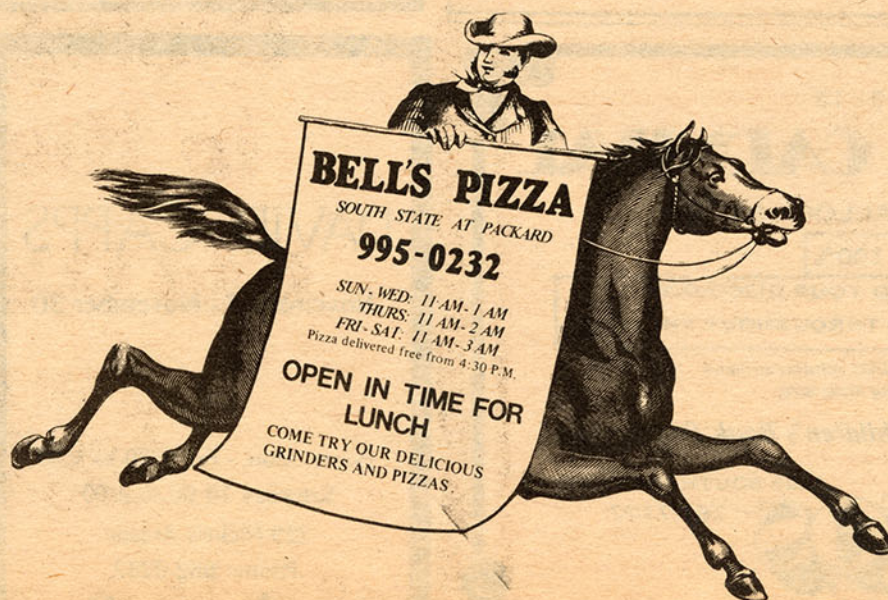
We asked how we could keep silver bright to avoid frequent polishing. "Fine display pieces can be kept in good condition by lacquering. When well done, this is a perfectly acceptable solution. But have it professionally done!" Well, we made a number of phone calls in search of such a professional and the closest we came to finding one was a vague reference to "someone in Portugal." As for silver flatware in regular use, Mr. Bertalan says to store it in insulating cloth such as Pacific Cloth. This comes in pouches and silver storage rolls or it's sold by the yard for lining drawers. For maximum protection for long-time storage, wrap pieces in insulating cloth, then seal the bundles in plastic, such as Zip-Lok bags, expelling all air as you close them. Pacific Cloth, which is impregnated with materials which attract tarnishing pollutants in the air and keep them away from the silver, is available by the yard at Muehlig's for \$7.95 a yard.

For the rest, the Haggerty products are commonly available in metal polishing kits and as individual items at fine jewelry stores. Hudson's carries them in the china and silver department. Jacobson's and Goodyear's have them in housewares. Most of these places, but not all, have the little soft fork-tine brush.



Polluted air is the great enemy of silver. At the Henry Ford Museum where the silver pieces are on display in tightly fitted glass cases, they only have to be cleaned every eighteen months to two years.

Annette Churchill is a local freelance writer.



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Above Ann Arbor: The Disappearing Planets

By Jim Loudon

When I began this column in March, all five naked-eye planets were visible in the early evening sky. Spectacular conjunctions occurred frequently. This month none of them (or any visible through telescopes, either, for that matter) can be seen at the end of twilight. Why this feast-or-famine situation?

ALL of the outer planets, Jupiter through Pluto, are currently in the midst of about a five-year period in which they do something that happens only once every 175 years (i.e. the last time was during the Presidency of Thomas Jefferson and the next will be in the mid-Twenty-Second Century). They've all arranged themselves on one side of the Solar System.

They are *not* going to "line up" (a phrase I've become thoroughly tired of hearing), but they will be in such a configuration that a single spacecraft launched to Jupiter could fly past that planet in such a way that Jupiter's gravity would change its speed and deflect its direction of motion by just the right amount to send it on to Saturn; and that Saturn's gravity would do exactly the same thing, and send it on to Uranus; and that Uranus would *also* do the same thing and send it on to Neptune; and that Neptune, so help me, would do the same thing yet *again* and send it on to Pluto!

In this once-in-six-generations oppor-

tunity, a "Grand Tour" spacecraft could visit all of the outer planets plus many of their 30-odd moons (some of which are full-sized worlds themselves; at least four are bigger than Mercury) in just *nine* years. By contrast, to send a spacecraft *directly* to Pluto (without using all those other planets' gravities—and getting to see them on the way) would take, with present technology, no less than 45 years.

In 1971, former President Nixon threw away the Grand Tour opportunity by deleting it from the budget—in order to save less than 1/3 of the money we'll spend on chewing gum during the same period. The two Voyager missions currently underway to Jupiter, Saturn, possibly Uranus, and their moons, are an attempt to salvage as much as can be saved of the Grand Tour opportunity. Spectacular though they are (the Voyagers will send us pictures of at least 15 different worlds—twice as many as in all of space exploration to date, and most of them totally unknown at present), these missions are but a pale shadow of what could have been.

But the Grand Tour configuration is happening—whether we use it or not. The result is that all the outer planets are currently on one side of Earth; *and that side happens to be included* in that half of the Universe that's below Ann Arbor's horizon in early November evenings. Furthermore, by chance, the *inner* planets—Mercury through Mars—are below our horizon, too, as twilight ends each night this month. Venus passes *between* Earth and Sun this month; Mars is nearly *behind* the Sun as seen from Earth; Mercury, though at neither extreme, is almost in the same direction from Earth as the Sun is, just because its orbit is so small. So all these

planets set; as seen from Earth, just about the time the Sun does—and are consequently below the horizon by the time it gets fully dark. A few months from now, Earth will have moved to a part of its orbit from which most of the planets will be visible, and again we'll see them in the evening sky.

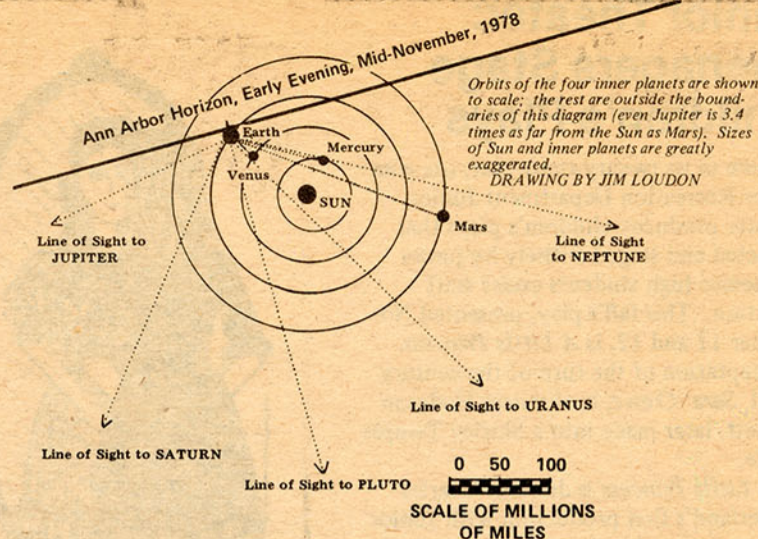
A great deal of nonsense has been written recently about how the supposed "line-up" of the planets in 1982 (of which situation I just described is a forerunner) will cause Earthquakes by direct effects of the planets' gravities on Earth, or, in more sophisticated versions, indirectly by the planets' gravitational effects on the Sun, which is then supposed to affect Earth. This is sheer pseudoscience (a polite term for quackery). In the first place, the planets are not going to line up in 1982 or any other year; in fact, a line-up of the planets is a physical impossibility, owing to the facts that their orbits are not in the same plane and that their periods of revolution around the Sun are mathematically related. If you draw imaginary lines from the Sun to each of the planets, and then consider the angular spread among these lines as an indicator of how nearly all the planets are

"lined up"... the smallest number you can get in 1982 (or any other near-future year) is 120 degrees—a full third of the entire 360-degree Solar System.

Secondly, even if a line-up could occur, the Sun's gravity so exceeds those of the planets that the latter would be quite literally negligible. But thirdly...

I guarantee there will be lots of Earthquakes in 1982—or any other year you care to name. Few people realize how active our planet is: there's a major quake (Richter magnitude 6 or above, great enough to cause changes visible from orbiting satellites) *every three weeks* on the average. The news media never report most of them—because they simply aren't news, as journalists traditionally define it: news is the unexpected.

I hereby predict—remember, you saw it here first!—that, because of the massive publicity we've already suffered about the 1982 "line-up," that year's Earthquakes *will* all be reported—and millions of people will go to their graves convinced that 1982 had an unusual number of quakes and the supposed "line-up" (which actually never happened, a fact that will *not* be reported) was the "reason". Anybody want to bet?



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Poetry Workshop For the Community

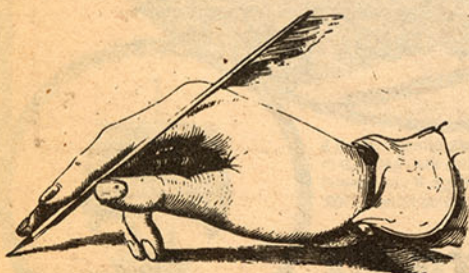
Working poets and people who would like to write poetry will have a special opportunity to refine their craft by attending the first Fall Poetry Workshop (November 8-11) sponsored by the University of Michigan Department of English and the Michigan Council for the Arts.

We asked Stephen Dunning, co-ordinator of the event, in what way the workshop differed from poetry programs the university has held in the past. "We have had some fine poets who read their works here. But the aim this time is rather toward the actual making of poems. These will be participatory sessions for and by poets. This is not a show primarily, although there will be readings." Dunning is sure there are many people in this area who write poetry privately in total isolation from other poets and other poets who haven't had the time or opportunity to take available courses at the university which would help them develop their skills.

The workshop format has been carefully designed to insure maximum participation on the part of those attending. Discussions and exercises will be guided by a number of well-known poets chosen for their proven skill as teachers. These poet-teachers will include, among others, William Matthews, Malcolm Glass, Paula Rankin, and Faye Kicknosway. Each session will begin with the presentation of an exercise dealing with such things as observation, the generation of language, work habits, and editing. Following the exercise, the audience will break into small groups for further discussion and practice.

Sixty applications will be accepted for the workshop. Roughly a third of this number will be drawn from each of three categories: people of every age from the non-university community, selected high school students, and university students who are not engaged primarily in the study of English literature and writing. "We feel that there is something to be learned from participating with people of different ages and backgrounds. We think the age mix alone will generate a lot of energy," Dunning says.

The workshop consists of seven afternoon working sessions and three evening sessions devoted to readings and discussion. These readings, open to the public, begin at 8 p.m. on Wednesday, Thursday, and Friday. Work sessions take place afternoons and on Saturday morning; for these it is necessary to make formal application. Application forms may be had at the Michigan Union's Pendleton Room (where the readings will be held) and at the Department of English, Haven Hall. A November 3 deadline is given, but interested applicants should still inquire at 764-5272 to see if there's room for them.



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From Disaster to Dream House In Four Short Weeks

One of the perils of being the energetic and unemployed wife of a prominent hospital staff physician is that of being conscripted into service raising funds on the hospital's behalf. That's certainly been true in the case of Marguerite Oliver. She's the wife of U-M pediatrics department chairman Bill Oliver, a staff doctor at the U-M Mott Children's Hospital. One fine day last summer her husband's boss, Mott administrator Allen Bass, told her that the hospital needed over \$100,000 to add five beds to the children's intensive care unit, and asked her if she would put the wheels in motion for the pediatric wives to raise it.

The present intensive care unit has become too small as the pediatric surgery department was expanded over the years. \$104,000 will pay \$50,000 to remodel existing space and expand the unit and \$54,000 to purchase five monitors, which mean the patients have to be handled and disturbed less for routine blood pressure, respiratory and pulse examinations.

In response to the challenge, Marguerite Oliver and Joyce Howatt activated the Pediatric Women's Group which consists of pediatrics department wives and also female physicians. The group started out to meet its goal by planning "A Day in the Country," a luncheon-tour of rural attractions. It netted \$1090, which prompted Administrator Bass to comment, "Well, you got 1% of what you need."

Actually the thousand dollars was used as seed money for a much larger venture.



Marguerite Oliver and Joyce Howatt put on the finishing touches as they clean the nine-foot sunroom doors they uncovered behind plymood paneling. Peter Yates

Marguerite had come upon an article in *House and Garden* magazine, "How to Raise Money for a Good Cause." It suggested organizing a Designers' Showcase, in which area interior designers redo a house, each taking a room or two. For them it's an opportunity to show their skills to a large audience—sort of like an auto show or builders' show with a creative flair. The sponsoring group organizes publicity, refreshments, and ticket sales, and raises money for its cause.

A designers' showcase can earn a lot of money because it's not a one or two

time event. The exhibit can run a month or more. A recent Grosse Pointe show netted \$112,000.

The Pediatric Women pursued the idea. They lined up a palatial house—the Hoover Mansion, a 20th century French Chateau on Washtenaw Avenue between Devonshire and Tuomy, recently vacated by Youth for Understanding upon its move to Washington.

They lined up interior designers, 23 strong, including Advance Interiors, Anderson's, Ann Arbor Craftsmen, Barrett's, Beth Bollinger, Carolyne Epstein, The

Country Gate, Custom Counters, Design Cabinetry, Englander Triangle, Estelle Schneider Associates, Handicraft, Hudson's, Jacobson's, Merkel's, Now Interiors, Restorations Unlimited, Ruth Roy Interiors, The Shade Shop, Tyner's, Vera's, The Ware House, and Workbench. Eric the Brush and Ragtop also made contributions to the decor.

The designers and pediatric wives had one month in which to transform the 23-room mansion from a shambles into a dream house. "Design challenge" is too understated a concept to begin to indicate what they faced. "The pits—there's no other word to describe it," one woman told us. "The 'before' photos don't even show the worst part, which was the smell."

The mansion had been used as a rooming house and then divided into a warren of small offices for Youth for Understanding. In some places layers of linoleum on hardwood and tile floors had themselves been covered with glued carpeting. Ugly details like modern aluminum window frames, peeling woodwork, knotty pine panelling, and recent hollow-panel doors stood in painful contrast to the elegant effect the house was intended to create.

Visitors who view the display rooms won't see the most dramatic achievements: the problem radiators successfully disguised, the shining floors that have been uncovered, stripped, cleaned, varnished and polished; the neatly-trimmed lawn and shrubs that had looked like an overgrown field.

Showcase co-chairwomen Marguerite Oliver and Joyce Howatt not only performed administrative miracles by coordinating countless details, they themselves cleaned and painted til late at night for



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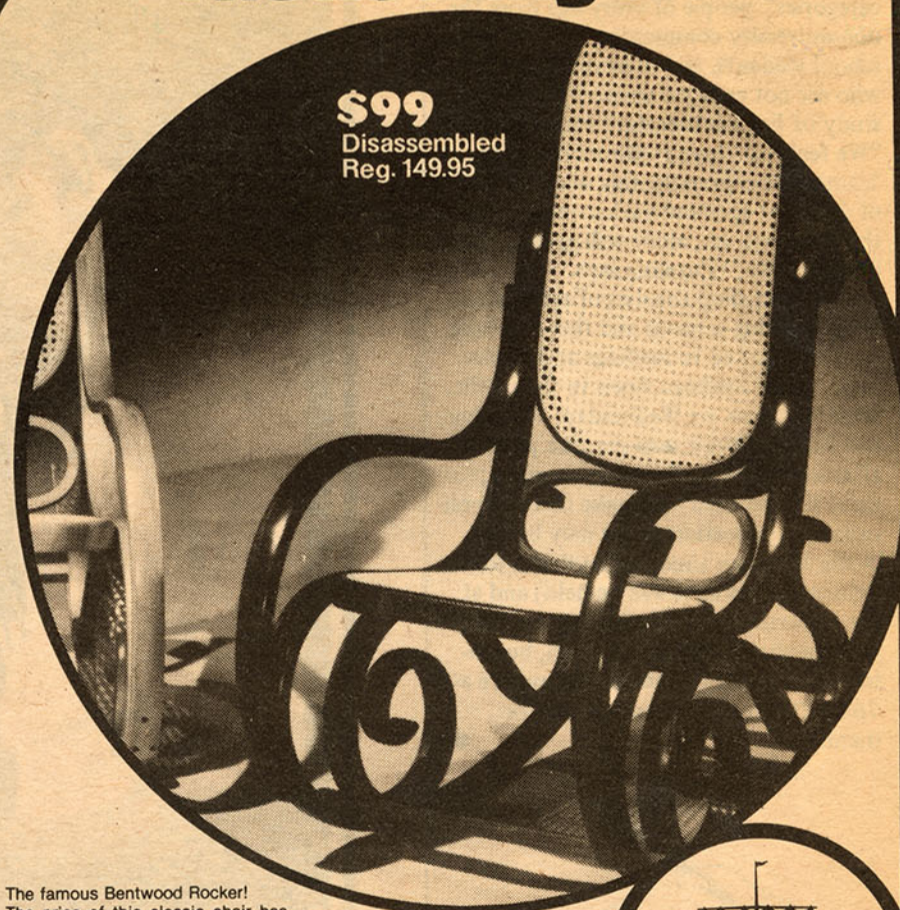
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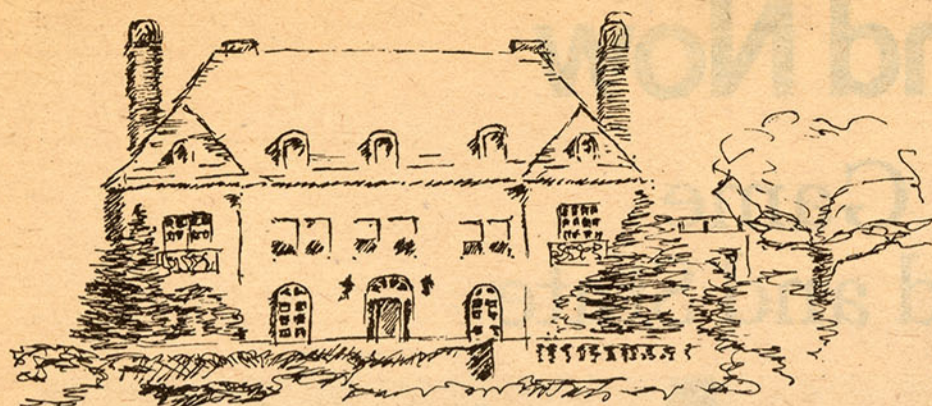
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The Hoover Mansion at 2015 Washtenaw, erected in 1918 by Hoover Ball and Bearing founder Leander J. Hoover, who saw his business mushroom after World War One cut off the American market for the once pre-eminent German steel balls for machinery bearings.

weeks on end. Many groups and individuals volunteered their services to the cause of helping Mott Children's Hospital, most notably Ann Arbor Carpets, C.A.T. Painting and Decorating, Country Lane Snow & Mow, Domino's Pizza and Group 243 Design, Electricians' Local No. 252, Runciman Landscaping, and T. J. Wilson, Painters.

The result of so much effort is a melange of approaches to interior design that "works better together than we expected," according to one participant. Visitors can see versions of rooms that few houses have: a music room, an upstairs sitting room with fireplace, a panelled library, a wine-tasting room, and a third-story ballroom with adjacent bar and lounge.

"We charge \$5 a head to see all this splendor," Marguerite Oliver said, and in the back of her mind she's figuring "\$5

times 20,000 tickets equals \$100,000, and we'll be through with fund-raising—for awhile, anyway."

The Designers' Showcase at the Hoover Mansion, 2015 Washtenaw, is open during the month of November from 10 to 4 weekdays and 1 to 4 Sundays, with only Thanksgiving closed. The ballroom may be rented for private parties, and group rates are available. Call the mansion, 995-5288 for more information. Tickets to tour the mansion are \$5, with special rates of \$2.50 for senior citizens and \$3 for children under 12. "Ayla 79," a fashion show with disco dancing by Hydra Dance Theater, will be held in the ballroom November 7 and 9 (7:00 and 8:30) to benefit the Mott Intensive Care Unit. Tickets (\$5) are at Ayla's, 241 E. Liberty, and at the Hoover Mansion. ●

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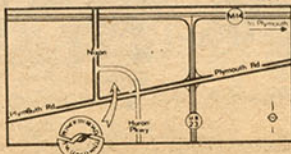
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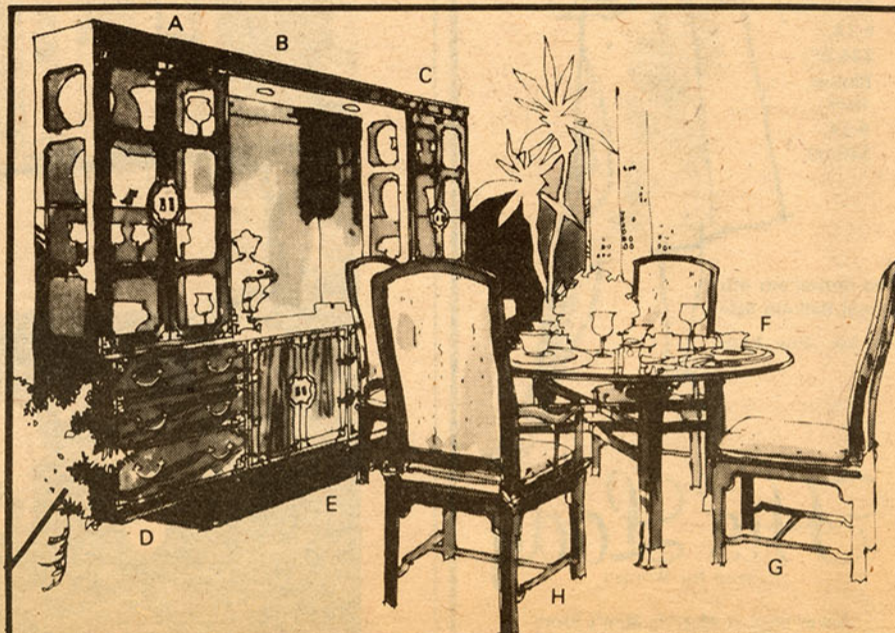
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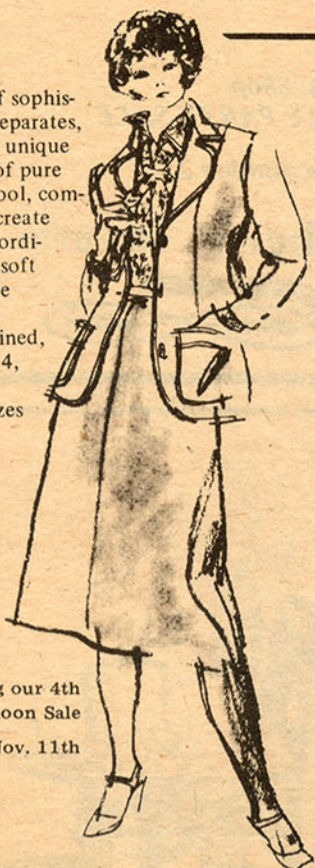
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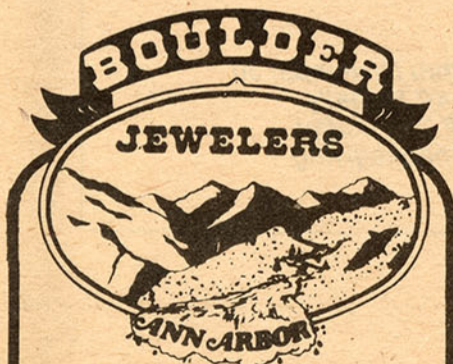
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Before the Game At Packard and State



circa 1928

Ivory Photo

It seems to have been in the mid to late 1920's that Mel Ivory snapped this photo of football crowds at Packard and State on their way to the stadium. Was the game with Harvard? That's what's on the pennant to the right. Note the fellow selling pom-poms, wearing a dark sweater and standing near the trash can.

Up until a year or so before this photo was taken, the drugstore (now Campus Corners) had doubled as the eastside station of the Interurban Railway, which ran out Packard to Ypsilanti and Detroit, and in the other direction headed out Jackson Avenue to Jackson and ultimately to Chicago.



today

Peter Yates

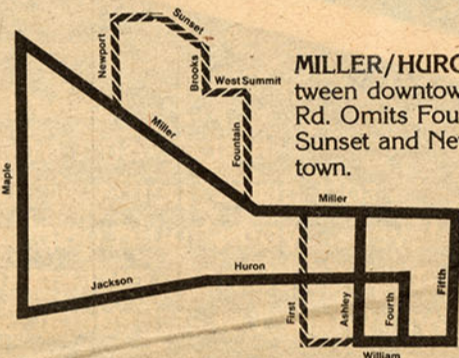
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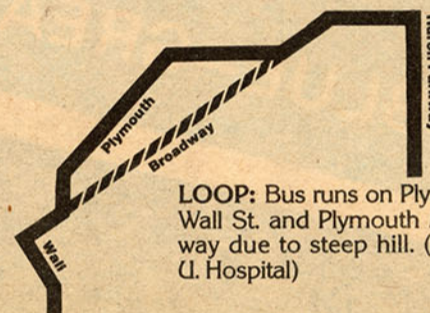
Ann Arbor

MILLER/HURON



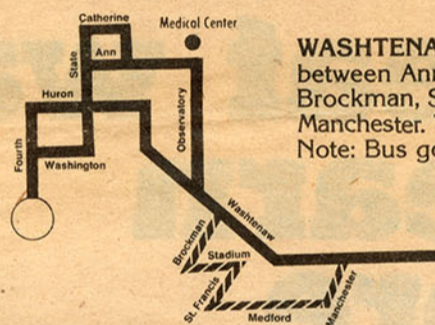
MILLER/HURON: Bus runs on Miller between downtown Ann Arbor and N. Maple Rd. Omits Fountain, W. Summit, Brooks, Sunset and Newport. Also omits 1st St. in town.

PLYMOUTH MALL/ BRIARWOOD LOOP



LOOP: Bus runs on Plymouth Rd. between Wall St. and Plymouth Mall. Omits Broadway due to steep hill. (Note: Bus goes to U. Hospital)

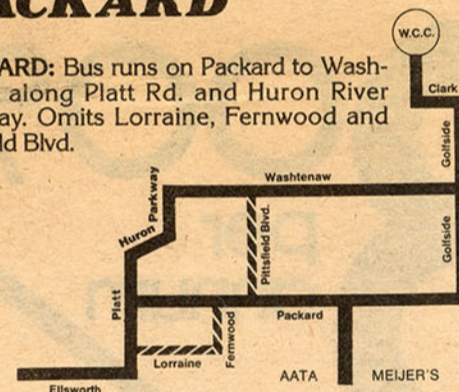
WASHTENAW



WASHTENAW: Bus runs on Washtenaw between Ann Arbor and Ypsilanti. Omits Brockman, Stadium, St. Francis, Medford and Manchester. Transfers at Washtenaw & Manchester. Note: Bus goes to U. Hospital.

PACKARD

PACKARD: Bus runs on Packard to Washtenaw along Platt Rd. and Huron River Parkway. Omits Lorraine, Fernwood and Pittsfield Blvd.



Ypsilanti

HURON RIVER ROUTE

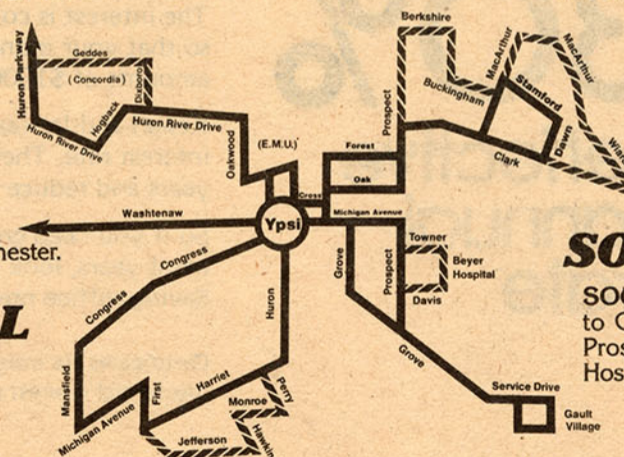
HURON RIVER ROUTE: Bus runs regular route. Omits Concordia.

WASHTENAW

WASHTENAW: Bus runs on Washtenaw between Ann Arbor and Ypsilanti. Omits Brockman, Stadium, St. Francis, Medford and Manchester. Transfers at Washtenaw & Manchester.

SOUTHWEST LOCAL

SOUTHWEST LOCAL: Runs regular except it travels on Harriett between 1st and Huron. Omits Jefferson, Hawkins, Monroe and Perry.



NORTHEAST LOCAL

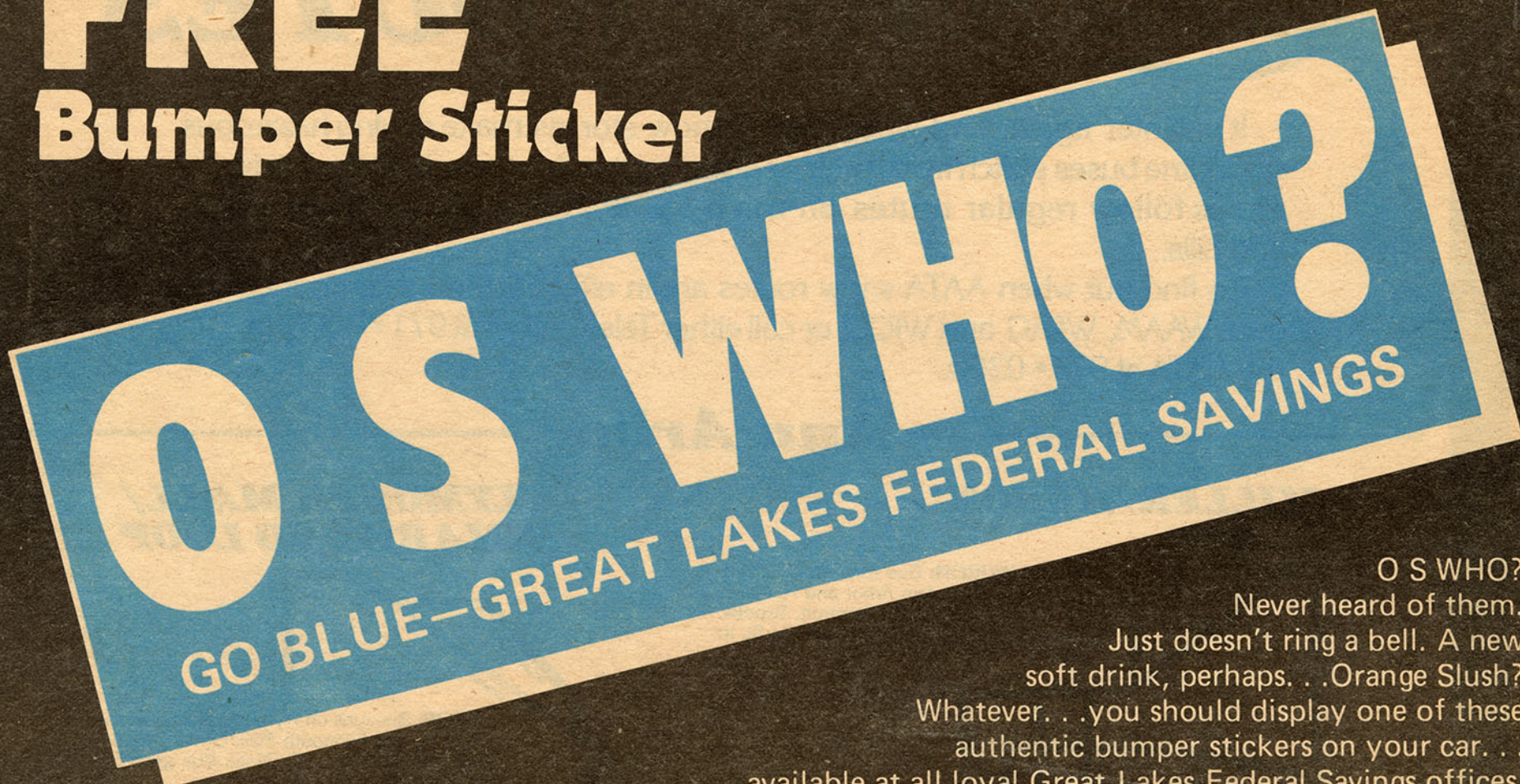
NORTHEAST LOCAL: Loops back upon Clark along Dawn, Stamford and MacArthur. Omits Ward, Buckingham, Sheffield and Berkshire.

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